



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

**TECHNICAL ADVISORY COMMITTEE
AGENDA**

**1:30 p.m., Wednesday, February 22, 2006
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

Members:

- Benicia
- Dixon
- Fairfield
- Rio Vista
- Solano County
- Suisun City
- Vacaville
- Vallejo

ITEM

STAFF PERSON

- I. CALL TO ORDER**
- II. APPROVAL OF AGENDA**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
(1:30 -1:35 p.m.)
- IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF**
(1:35 -1:40 p.m.)
- V. CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion.
(1:40 – 1:45 p.m.)
 - A. Minutes of the TAC Meeting of January 25, 2006**
Recommendation:
Approve minutes of January 25, 2006.
Pg. 1
 - B. STA Board Meeting Highlights – February 8, 2006**
Informational
Pg. 7
 - C. STIA Board Special Meeting Highlights – February 1, 2006**
Informational
Pg. 13
 - D. STA 2006 Board Meeting Calendar Update**
Informational
Pg. 17

Daryl Halls, Chair

Johanna Masiclat

Johanna Masiclat

Johanna Masiclat

Johanna Masiclat

TAC MEMBERS

Dan Schiada
City of
Benicia

Royce Cunningham
City of
Dixon

Charlie Beck
City of
Fairfield

Brent Salmi
City of
Rio Vista

Gary Cullen
City of
Suisun City

Dale Pfeiffer
City of
Vacaville

Mark Akaba
City of
Vallejo

Paul Wiese
County of
Solano

E. Funding Opportunities Summary Sam Shelton
Informational
Pg. 21

F. Contract Amendment with Korve Engineering for North Connector Project Report/Environmental Document Janet Adams
Recommendation:
Forward recommendation to the STA Board authorizing the Executive Director to approve Amendment No. 3 for the Korve Engineering Contract to extend the term of the contract to March 31, 2007.
Pg. 27

VI. ACTION ITEMS

A. Alternative Modes Fund Strategy Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to approve the Alternative Modes Strategy as specified in Attachment A.
(1:45 – 1:55 p.m.) – Pg. 29

B. Intercity Transit Funding Agreement – Status Update Elizabeth Richards
Recommendation:
Recommend the STA Board to approve the following:
1. Guiding Principles for the Funding of Intercity Transit Service as specified in Attachment A.
2. Service Evaluation Parameters as specified in Attachment B.
(1:55 – 2:05 p.m.) – Pg. 35

C. SolanoLinks Transit Consortium Draft 2006 Work Plan Elizabeth Richards
Recommendation:
Approve the SolanoLinks Transit Consortium 2006 Work Plan as specified in Attachment A.
(2:05 – 2:10 p.m.) – Pg. 39

D. State Legislative Update – February 2006 Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to approve the following:
1. Adopt a watch position on the following bills pertaining to a proposed bond measure for transportation:
A. AB 1783 (Nunez)
B. SB 1024 (Perata/Torlakson)
C. SB 1165 (Dutton)
2. Approve the Draft STA Principles for State Infrastructure Financing as specified in Attachment G.
(2:10 – 2:15 p.m.) – Pg. 45

VII. INFORMATION ITEMS

- A. **Status of Approval of Traffic Relief and Safety Plan (TRSP) by Cities and County** Daryl Halls
Informational
(2:15 – 2:20 p.m.) – Pg. 63
- B. **STA Priority Projects/Overall Work Plan for FY 2006-07 and FY 2007-08** Janet Adams
Informational
(2:20 – 2:25 p.m.) – Pg. 91
- C. **Update on Implementation of Disadvantaged Business Enterprise (DBE) Program** Janet Adams
Informational
(2:25 – 2:30 p.m.) – Pg. 109
- D. **2007 TIP Development** Jennifer Tongson
Informational
(2:30 – 2:35 p.m.) – Pg. 117
- E. **Highway Projects Status Report:** Janet Adams
1. I-80/I-680/SR 12 Interchange
2. North Connector
3. I-80 HOV Project: Red Top Road to Air Base Parkway
4. Jepson Parkway
5. Highway 37
6. Highway 12 (Jameson Canyon)
7. SHOPP Projects
8. SR 113 (Downtown Dixon)
9. Caltrans Storm Damage Projects
Informational
(2:35 – 2:40 p.m.) – Pg. 125
- F. **Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) FY 2006-07** Elizabeth Richards
Informational
(2:40 – 2:45 p.m.) – Pg. 133
- G. **Unmet Transit Needs Comments for FY 2006-07** Elizabeth Richards
Informational
(2:45 – 2:50 p.m.) – Pg. 135
- H. **Solano Napa Commuter Information FY 2005-06 Mid Year Report** Anna McLaughlin
Informational
(2:50 – 2:55 p.m.) – Pg. 137

VIII. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, March 29, 2006.**



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting
January 25, 2006

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:30 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:	Dan Schiada	City of Benicia
	Royce Cunningham	City of Dixon
	Mike Duncan	City of Fairfield
	Brent Salmi	City of Rio Vista
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Mark Akaba	City of Vallejo
	Paul Wiese	County of Solano

Others Present:

Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Gary Leach	City of Vallejo
Daryl Halls	STA
Charles Lamoree	STA
Dan Christians	STA
Janet Adams	STA
Elizabeth Richards	STA/SNCI
Robert Guerrero	STA
Jennifer Tongson	STA
Johanna Masiclat	STA

II. APPROVAL OF AGENDA

On a motion by Mark Akaba, and a second by Dan Schiada, the STA TAC approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Jayne Bauer requested from each city and the County a list of projected dates for Groundbreaking and/or Ribbon Cutting Events in 2006.

Jennifer Tongson stated that the Resolutions, Legal Opinions, and Certification of Assurances are due for SAFETEA Third Cycle STP funded projects for Local Streets and Roads to the STA by February 22, 2006.

Other: Mike Duncan, City of Fairfield, announced the upcoming Local Streets and Roads Committee meeting at MTC to be held on February 3rd at 9:00 a.m.

V. CONSENT CALENDAR

On a motion by Dan Schiada, and a second by Paul Wiese, the STA TAC unanimously approved Consent Calendar Items A through F.

Recommendations:

A. Minutes of the TAC Meeting of January 4, 2006

Recommendation:

Approve minutes of January 4, 2006.

B. STA Board Meeting Highlights of January 11, 2006

Informational

C. STIA Board Meeting Highlights of January 11, 2006

Informational

D. STA 2006 Board Meeting Calendar Update

Informational

E. Funding Opportunities Summary

Informational

F. Amended SR 12 East Operational Prioritization and Implementation Strategy

Recommendation:

Forward a recommendation to the STA Board to approve the amended SR 12 East Prioritization and Implementation Strategy dated January 6, 2006.

VI. ACTION ITEMS

A. **STIA Adoption of Draft Traffic Relief and Safety Plan (TRSP) Prior to Forwarding to Cities and County for Approval**

Daryl Halls summarized the draft "Traffic Relief and Safety Plan for Solano County" County Transportation Expenditure Plan (dated January 25, 2006) to be reviewed and adopted by the STIA Board at a Special Meeting on February 1, 2006. He also highlighted the funding allocation percentages and estimated funding for the major priority project categories included in the draft expenditure plan. He stated that an updated summary of the comments would be provided to the TAC.

Chuck Lamoree provided an overview of the draft Transportation Sales Tax Ordinance also to be reviewed by the STIA Board at a Special Meeting on February 1, 2006.

Based on input provided, the TAC recommended some modifications to the TRSP and draft ordinance. The recommended changes are as follows: 1) To add SR 113 to the list of Major Highway Corridors for potential safety improvements under the applicable Project Category, 2) In the Local Maintenance of Effort Program (Section 7) to provide that the formula (population and centerline road mileage) would be reviewed every two years and modified as agreed among the member agencies, and 3) To simplify the process for allocation of excess funds provided for in Section 36.

Recommendation:

Forward a recommendation to the STIA Board to approve the draft "Traffic Relief and Safety Plan for Solano County" as specified in Attachment A.

On a motion by Dale Pfeiffer, and a second by Gary Cullen, the STA TAC unanimously approved the recommendation with the proposed modifications to the draft "Traffic Relief and Safety Plan for Solano County".

B. **Request for Proposal (RFP) of Project Management Services**

Janet Adams reviewed the proximity and similar tasks in the scope of work for the SR 12/Church Road Improvements PSR and the SR 12-Rio Vista Bridge Study. She cited that the proposal to combine the Project Management for these two efforts was discussed and concurred with by the City of Rio Vista on January 12, 2006.

Dale Pfeiffer requested to bring back the Project Management Services contract with specific information on the breakdown of cost between Church Road Improvements PSR and SR 12-Rio Vista Bridge Study.

Recommendation:

Forward a recommendation to the STA Board authorizing the Executive Director to issue an RFP for Project Management Services for SR 12/Church Road Improvements PSR and the SR 12 – Rio Vista Bridge Study.

On a motion by Dale Pfeiffer, and a second by Brent Salmi, the STA TAC unanimously approved the recommendation.

C. Final State Route (SR 12) Transit Corridor Study

Dan Christians provided an overview of the revised report entitled “State Route 12 Corridor Study, January 2006”. He also distributed an addendum that included: incorporated revisions from the City of Fairfield; SR 12 Projected Ridership by Implementation Phase, Estimated Current Costs and Revenues by Phase, and further text updates and edits requested from members of the TAC.

Recommendation:

Forward a recommendation to the STA Board to approve the final SR 12 Transit Corridor Study dated January 2006.

On a motion by Mike Duncan, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation as amended.

D. Intercity Transit Funding Agreement – Status Update

Elizabeth Richards reviewed the goals drafted by the Intercity Funding Group (ITF) for developing a uniform methodology for shared funding of Intercity Transit Services. She stated that for the purpose of evaluating Intercity Transit Service changes on the basis of not only cost but also for system-wide impacts and service evaluation parameters have also been drafted for reference. She cited that this will be brought through the TAC and to the STA Board for approval once a draft methodology for intercity transit service subsidy and the underlying costs and revenues have been agreed to by the transit operators and funding partners.

She noted that based on input from an earlier meeting, the Transit Consortium voted to table this item until the next meeting in February and requested staff develop broad Guiding Principles in lieu of the proposed goals presented for the Intercity Transit Funding Group. By consensus, the STA TAC concurred.

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. Goals for the Intercity Transit Funding Group
2. Service Evaluation Parameters

On a motion by Dan Schiada, and a second by Gary Cullen, the STA TAC voted to table this item until the next meeting in February with a recommendation to the STA Board to approve General Principles for the Intercity Transit Funding Group.

E. State Legislative Update – January 2006

Jayne Bauer provided State legislative updates to the proposed State Budget for 2006-07 released by Governor Arnold Schwarzenegger on January 11, 2006, and reviewed Solano County earmarks submitted by Caltrans and the Business, Transportation and Housing Agency for regional projects to receive State matching funds through the Governor's bond proposal.

Recommendation:

Forward a recommendation to the STA Board to support the following priorities pertaining to a proposed bond measure for transportation including the following elements:

1. Adopt a constitutional amendment to protect Proposition 42.
2. Provide earmarks for Solano County projects including the I-80/I-680/SR 12 Interchange, SR 12 Jameson Canyon, Corridor Management (i.e. McGary Road) projects, and Capitol Corridor track improvements.

On a motion by Dan Schiada, and a second by Dale Pfeiffer, the STA TAC unanimously approved the recommendation.

VII. INFORMATION ITEMS

A. Development of a Draft Priority Projects/Overall Work Plan for FY 2006-07 and FY 2007-08

Daryl Halls reviewed STA's draft Overall Work Plan (OWP) for FY 2006-07 and FY 2007-08 that has been updated by staff. He noted the revised Work Plan includes 38 of the previous 42 items on the current list of STA Board adopted priority projects. He stated that the schedule for development and adoption as well as the funding of the OWP would be agendized as part of the STA's adoption of its FY 2006-07 and FY 2007-08 budgets scheduled for June 2006.

B. Updated Corridor Project Costs

Janet Adams provided an update to the recommended escalation costs (based on feedback from Korve Engineering) for the SR 12 MIS and the I-80/I-680/I-780 Major Investment & Corridor Study.

C. Regional Measure 2 Update

Jennifer Tongson reviewed the Regional Measure 2 (RM 2) Capital Program Project List for STA sponsored projects and the RM 2 Solano County Status Matrix. She also scheduled a series of meetings on February 9, 2006 with implementing agencies to discuss the status, schedule, funding plan, and agency roles and responsibilities for RM 2 capital projects.

D. Transportation Development Act (TDA) and State Transit Assistance Funds FY 2005-06 Status

Elizabeth Richards stated that the new TDA and STAF FY 2006-07 and FY 2005-06 carryover revenue projections are in the process of being developed by MTC. She cited that MTC's estimates will be released in late February and TDA and STAF requests that have not been submitted to MTC will not appear. She stated that staff would be working with local jurisdictions to clarify the status of any outstanding allocations.

E. Lifeline Transportation Funding Program

Elizabeth Richards cited that the first Call for Projects is planned for March 2006 with applications due at the end of April 2006. She stated that MTC would be holding a Lifeline Funding Program informational meeting in Vallejo on Thursday, February 16, 2006.

F. Alternative Modes Funding Strategy

Robert Guerrero distributed and reviewed a revised draft Alternative Modes Funding Strategy. He cited that the estimated funding amounts indicated for each program would be available for allocation in the amounts specified for each fiscal year. He recommended the strategy be implemented by having the Alternative Modes Committee serve as the primary review body for TLC projects with the Solano Bicycle Advisory Committee and Pedestrian Advisory Committee continuing to serve as the primary review body for bicycle and pedestrian programs.

VIII. ADJOURNMENT

The meeting was adjourned at 3:50 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on **Wednesday, February 22, 2006.**



Solano Transportation Authority
Board Meeting Highlights
February 8, 2006
6:00 p.m.

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masielat, STA Clerk of the Board
RE: Summary Actions of the February 8, 2006 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of February 8, 2006. If you have any questions regarding specific items, please give me a call at 424-6008.

BOARD MEMBERS PRESENT:

Len Augustine (Chair)	City of Vacaville
Anthony Intintoli (Vice Chair)	City of Vallejo
Steve Messina	City of Benicia
Mary Ann Courville	City of Dixon
Harry Price	City of Fairfield
Ed Woodruff	City of Rio Vista
Jim Spering	City of Suisun City
John Vasquez (Alternate Member)	County of Solano

BOARD MEMBERS ABSENT:

John Silva	County of Solano
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ACTION ITEMS: FINANCIAL

A. Allocation of FY 2006-07 Eastern Solano County Congestion Mitigation Air Quality Improvement Program Funds

Recommendation:

Approve the allocation of \$1.4 million in Eastern Solano Congestion Mitigation Air Quality Improvement Program (ECMAQ) funds for the projects specified in Attachment A.

On a motion by Member Price, and a second by Member Messina, the STA Board unanimously approved the recommendation.

ACTION ITEMS: NON FINANCIAL

A. Adoption of Support for STIA's County Transportation Expenditure Plan titled, "Traffic Relief and Safety Plan (TRSP) for Solano County"

Recommendation:

Approve the following:

1. Support for the "Traffic Relief and Safety Plan for Solano County" developed by the Solano Transportation Improvement Authority.
2. Authorize the STA Chair to forward letters to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the Solano County Board of Supervisors requesting their support of the Plan.
3. Authorize the STA Chair to forward a letter to the Solano County Board of Supervisors requesting they support the STIA's request to place the Sales Tax Ordinance for the "Traffic Relief and Safety Plan for Solano County" on the ballot for the June 6, 2006 election following the approval of the plan by a majority of Solano County's cities and the Solano County Board of Supervisors.

On a motion by Member Spring, and a second by Member Price, the STA Board unanimously approved the recommendation.

B. Public Hearing for the Draft FY 2005-06 Disadvantaged Business Enterprise (DBE) Program

Recommendation:

Conduct a Public Hearing and accept comments from the public at the February 8, 2006 Public Hearing for the STA's Draft FY 2005-06 DBE Program.

Open Public Comment Hearing: 6:40 p.m.

No comments received.

Closed Public Comment Hearing: 6:41 p.m.

C. Approval of Request for Proposal (RFP) for Project Management Services

Recommendation:

Authorize the Executive Director to issue a Request for Proposal (RFP) for Project Management Services for the SR 12/Church Road Improvements Project Study Report (PSR) and the SR 12 – Rio Vista Bridge Study.

On a motion by Vice Chair Intintoli, and a second by Member Woodruff, the STA Board unanimously approved the recommendation.

D. Approval of Final State Route (SR) 12 Transit Corridor Study

Recommendation:

Approve the final SR 12 Transit Corridor Study dated January 31, 2006.

On a motion by Member Woodruff, and a second by Member Price, the STA Board unanimously approved the recommendation.

E. State Legislative Update and Additional FFY 2007 Appropriations Requests

Recommendation:

Approve the following:

1. Support the following priorities pertaining to the Governor's proposed bond measure for transportation including the following elements:
 - (a) Adopt a constitutional amendment to protect Proposition 42.
 - (b) Provide earmarks for the following Solano County projects:
 - \$300 million for the I-80/I-680/SR 12 Interchange project
 - \$125 million for rail improvements (including the Capitol Corridor)
 - \$65 million for the SR 12 Jameson Canyon project
 - \$4 million for Corridor Management (i.e., reopening McGary Road adjacent to I-80)
2. Approve additional FFY 2007 Federal appropriations requests for the I-80/I-680/SR 12 Interchange/Cordelia Truck Scales Design Component (\$6 Million) and the Travis Air Force Base (AFB) Access Improvements/Jepson Parkway (\$3 Million).

On a motion by Member Messina, and a second by Member Price, the STA Board unanimously approved the recommendation.

CONSENT CALENDAR ITEMS:

On a motion by Vice Chair Intintoli, and a second by Member Sperring, the consent items A through H were approved in one motion.

A. STA Board Minutes of January 11, 2006

Recommendation:

Approve STA Board minutes of January 11, 2006

B. Review Draft TAC Minutes of January 25, 2006

Recommendation:

Receive and file.

C. STA Board Meeting Schedule for Calendar Year 2006

Recommendation:

Informational.

D. Amended State Route 12 East Prioritization and Implementation Strategy

Recommendation:

Approve the amended SR 12 East Prioritization and Implementation Strategy dated January 6, 2006.

E. Amendment of Consultant Services Agreement with Smith, Watts and Co. for Development and Distribution of Public Information Materials Pertaining to STIA's Traffic Relief and Safety Plan

Recommendation:

Authorize the Executive Director to amend the consultant services agreement with Smith, Watts & Company to develop and distribute public information materials related to the STIA's County Transportation Expenditure Plan, "Traffic Relief and Safety Plan for Solano County" for an amount not to exceed \$149,000.

F. Contract Amendment with Circlepoint for Public Information Materials for the County Transportation Expenditure Plan

Recommendation:

Authorize the Executive Director to amend the current contract with Circlepoint to include an additional \$13,000 for public information materials for the 2006 County Transportation Expenditure Plan (entitled the "Traffic Relief and Safety Plan for Solano County") as described in the attached Scope of Work dated February 1, 2006.

G. Contract Amendment with Circlepoint for Transportation and Land Use Fact Sheet

Recommendation:

Authorize the Executive Director to execute a contract amendment with Circlepoint for up to \$5,000 to prepare a Transportation and Land Use Fact Sheet as part of the STA's Transportation and Land Use Solutions (T-Plus) Program.

H. Bicycle and Advisory Committee (BAC) Member Appointments

Recommendation:

Appoint the following four nominees as Bicycle Advisory Committee members for a new three-year term:

- J.B. Davis for the City of Benicia, term expiring in December 2007
- Randall Carlson for the City of Fairfield, term expiring in December 2008
- Ray Posey for the City of Vacaville, term expiring in December 2008
- Glen Grant for the County of Solano, term expiring in December 2008

UPDATE FROM STAFF

A. Caltrans Report

Doanh Nguyen, Caltrans Project Manager, provided a status report to the Red Top Slide and other flood related issues in Solano County.

At the request of Chair Augustine and Member Price, Caltrans was asked to come back at the next Board meeting to provide reports on the following:

- Lane delineation on I-80 off of Leisure Town Road
- Comparison report on the flooding issues that occurred in 1998, and what caused I-80 to shut down longer in the recent flooding on December 31, 2005

B. MTC Report

None presented.

C. STA Report

1. Federal Legislative Update

Mike Miller, The Ferguson Group (TFG), provided a Federal legislative update which included STA's Federal funding requests for FY 2007 and other highway construction funding in Solano County. He cited that TFG is also working with STA staff to coordinate STA's next set of meetings in Washington, D.C. with STA's staff congressional delegation and relevant federal agencies.

2. State Legislative Update

Tony Rice, Shaw/Yoder, highlighted the Governor's proposed State Budget for 2006-07 regarding transit and transportation.

INFORMATIONAL ITEMS (No Discussion Necessary)

A. Lifeline Transportation Funding Program

B. Funding Opportunities Summary

ADJOURNMENT

The STA Board meeting was adjourned at 7:00 p.m. The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, March 8, 2006 at the Suisun City Hall Council Chambers.**



**Solano Transportation Improvement Authority Board
Special Meeting Highlights For February 1, 2006, 6:00 p.m.**

Notice to the Public:

By action of the Solano County Board of Supervisors, a new public agency has been established. The new public agency is the Solano Transportation Improvement Authority (STIA) and it has been established pursuant to, and for the purposes provided for under, California Public Utilities Code §§180000 et seq.

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STIA Clerk of the Board
RE: Summary Actions of the February 1, 2006 STIA Board Special Meeting

Following is a summary of the actions taken by the Solano Transportation Improvement Authority at a Special Meeting held on February 1, 2006. If you have any questions regarding specific items, please give me a call at 424-6008.

BOARD MEMBERS PRESENT:

Jim Spering (Chair)	City of Suisun City
Mary Ann Courville (Vice Chair)	City of Dixon
Steve Messina	City of Benicia
Harry Price	City of Fairfield
Ed Woodruff	City of Rio Vista
Len Augustine	City of Vacaville
John Vasquez (Arrived at 6:20 p.m.)	County of Solano

BOARD MEMBERS ABSENT:

Anthony Intintoli	City of Vallejo
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ACTION ITEMS: FINANCIAL

None presented.

ACTION ITEMS: - NON FINANCIAL

A. Summary of Public Input Process for Traffic Relief and Safety Plan

Recommendation

Receive and file.

B. STIA Adoption of County Transportation Expenditure Plan titled, "Traffic Relief and Safety Plan (TRSP)"

Recommendation

Approve the following:

1. Adoption of STIA Resolution 2006-02 - Approving the County Transportation Expenditure Plan, titled the "Traffic Relief and Safety Plan for Solano County."
2. Authorize the Executive Director to forward the plan to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the Solano County Board of Supervisors for their approval.

Ayes: 7

Noes: 0

Absent: 1

Abstain: 0

On a motion by Member Price, and a second by Member Messina, the STIA Board unanimously approved the recommendation.

CONSENT CALENDAR ITEMS:

Recommendation:

Approve the following consent items in one motion.

A. STIA Board Minutes of January 11, 2006

Recommendation:

Approve minutes of January 11, 2006.

B. STIA Board Meeting Schedule Update

Recommendation:

Informational.

On a motion by Member Augustine, and a second by Member Price, the consent calendar items were approved in one motion.

INFORMATIONAL ITEM

A. Transportation Sales Tax Ordinance

ADJOURNMENT:

The next scheduled meeting will be a **Special Meeting at 6:00 p.m., Wednesday, February 22, 2006 at the Suisun City Hall.**



DATE: February 13, 2006
TO: STA TAC
FROM: Johanna Masiolat, Acting Clerk of the Board
RE: STA 2006 Board Meeting Calendar Update

Background:

Attached is the updated STA Board meeting calendar for 2006 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA 2006 Board Meeting Calendar

2006 BOARD MEETING SCHEDULE

DATE	TIME	DESCRIPTION	LOCATION	STATUS
February 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
February 22	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
March 2 or 9	6:30 p.m.	Joint BAC/PAC Meeting	STA Conference Room	Tentative
March 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 17	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
March 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
April 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
May 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 19	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
May 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
June 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
July 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
September 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
September 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
October 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
November 8	6:00 p.m.	STA Annual Awards	TBD - Vacaville	TBD
November 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
December 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed



DATE: February 15, 2006
TO: STA TAC
FROM: Sam Shelton, Planning Assistant
RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Application Due</u>
Federal Transit Administration (FTA) Section 5310 Elderly and Disabled Transportation Program	Dana Lang, MTC, (510) 817-5764	February 24, 2006
Bikes Belong Grant Program	Elizabeth Train, Bikes Belong (303) 449-4893	February 27, 2006
Solano Bicycle and Pedestrian Program (SBPP)	Robert Guerrero, STA (707) 424-6014	March 9, 2006
Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Program	Jim Antone, YSAQMD (530) 757-3653	Call for Projects in January 2006, Due in March 2006
Transportation for Clean Air (TFCA), 40% County Program Manager Funds	Robert Guerrero, STA (707) 424-6014	Call for Projects in January 2006 Due date TBD



FUNDING OPPORTUNITY:

**Federal Transit Administration (FTA)
Section 5310 Elderly and Disabled Transportation Program**

Due February 24, 2006

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the Federal Transit Administration (FTA) Section 5310 Elderly and Disabled Transportation Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors:

- Private nonprofit corporations
- Public agencies:
 - where no private nonprofits are readily available to provide the proposed service
 - have been approved by the State of California to coordinate services for elderly persons and persons with disabilities.

Program Description: This program helps agencies purchase capital equipment for elderly and disabled transit services.

Funding Available: \$12.5 million was available in 2005-06 and at least that much should be available this cycle. Applicants may request up to \$700,000 in equipment per year. With the 20% match, a maximum of \$560,000 in federal funds is available per applicant.

Example Projects: 2003-04 FTA 5310 funded project:
STA – Two Solano Paratransit Buses - \$92,800 in FTA Section 5310 funds.

Other example projects include vans, small buses, computers, software, and mobile radios.

Further Details: **Applicants must receive a “Letter of Coordination” from the Paratransit Coordinating Council (PCC). The next PCC meeting is on January 20, 2006.**

Application Workshop – January 12, 2006 at MTC.

MTC will review draft applications if received by January 27, 2006.

Final applications due to Caltrans, MTC, and Solano PCC by February 24, 2006.

<http://www.mtc.ca.gov/funding/5310.htm>

Program Contact Person: Dana Lang, MTC, (510) 817-5764, dlang@mtc.ca.gov

STA Contact Person: Anna McLaughlin, SSCI Program Manager, (707) 424-6075



FUNDING OPPORTUNITY:

Bikes Belong Grant Program

Due by February 27, 2006

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the Bikes Belong Grant Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and the County of Solano are eligible.

Program Description: Bikes Belong is offering grants to address four specific goals: Ridership growth, leveraging funding, building political support, and promoting cycling.

Funding Available: Grants are available up to \$10,000. This program is intended to provide funding for local matches for larger fund sources.

Eligible Projects: Eligible projects include bicycle facility improvements, education, and capacity projects.

Previously Funded Projects:

- North-South Greenway, Marin County, \$10,000
- Sacramento Area Bike Trails, Sacramento Area Bicycle Advocates, \$10,000
- YMCA City Bike Education Program, San Francisco, \$5,000

Funding Contact: Elizabeth Train, Grants Program Administrator
Bikes Belong Coalition
<http://bikesbelong.org>
1245 Pearl Street, Suite 212
Boulder, Colorado 80302-5253
(303) 449-4893

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075
sshelton@sta-snci.com



FUNDING OPPORTUNITY:

Solano Bicycle and Pedestrian Program (SBPP)

Call for Projects, February 9, 2006
Tentatively due March 9, 2006

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the Solano Bicycle and Pedestrian Program (SBPP) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Groups who are responsible for the construction and maintenance of bicycle and pedestrian facilities are eligible. They are also subject to the requirements of TDA Article 3 funding, Countywide Bicycle and Pedestrian Program, and possibly Air District programs such as Transportation for Clean Air funds.

Program Description: SBPP funds are intended to implement mainly priority bicycle and pedestrian projects found in the Solano Countywide Bicycle and Pedestrian Plans.

Funding Available: Funding available to this program will be subject to an adopted Alternative Modes Funding Strategy currently in development.

Eligible Projects: Bicycle and pedestrian projects found in the Countywide Bicycle and Pedestrian Plans are highly encouraged to apply for SBPP funds.

Further Details: SBPP Website (online application materials):
<http://www.solanolinks.com/programs.html#sbpp>

SBPP Schedule:

- **Project Sponsor SBPP Application Workshop February 22, 2006** (after the TAC meeting).
- Joint BAC/PAC Funding Recommendation Meeting
May 11, 2006
- TAC makes an SBPP Funding Recommendation to STA Board
May 31, 2006
- STA Board makes a SBPP Funding Decision
June 14, 2006

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6014



FUNDING OPPORTUNITY:

2005-06 YSAQMD Clean Air Funds (CAF) Program

Call for Projects, January 2006
Due March 2006

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the 2005-06 YSAQMD Clean Air Funds Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities of Dixon, Rio Vista, Vacaville, and portions of Solano County located in the Yolo Solano Air Basin.

Program Description: The YSAQMD Clean Air Funds (CAF) Program provides grants to local agencies to implement various clean air projects including transit, and bicycle routes.

Funding Available: Approximately \$290,000 is historically available.

Eligible Projects: Clean air vehicles, transit routes, bicycle routes, pedestrian paths, clean air programs, and ridesharing. This discretionary program funds various clean air projects that result in reduction of air emissions. The District will require Emission Reduction and Cost Effectiveness Calculations for projects that receive more than \$10,000 in District Clean Air Funds.

Further Details: <http://www.ysaqmd.org/incentive-caf.php>

Program Contact Person: Jim Antone, YSAQMD (530) 757-3653

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6014



FUNDING OPPORTUNITY:

**Solano Transportation Fund for Clean Air Program
(40% Program Manager Funds)**

Call for projects in January
Due date to be determined

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the Solano Transportation Fund for Clean Air Program (40% Program Manager Funds) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.

Program Description: The County Program Manager Fund is a part of the Transportation Fund for Clean Air (TFCA) grant program, which is funded by a \$4 surcharge on motor vehicles registered in the Bay Area.

Funding Available: \$320,000 is available in FY 2005-06.

Eligible Projects: Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and "Smart Growth" projects.

Further Details: http://www.baaqmd.gov/pln/grants_and_incentives/tfca/cpm_fund.asp

Program Contact Person: Robert Guerrero, Associate Planner, 707.424.6014



DATE: February 10, 2006
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Contract Amendment with Korve Engineering for North Connector Project Report/Environmental Document

Background:

On May 8, 2002 the STA Board authorized the Executive Director to enter into an agreement with Korve Engineering to prepare the Project Report/Environmental Document for the North Connector Project for an amount not to exceed \$2,200,000. The actual original contract with Korve Engineering signed by the Executive Director was for \$1,842,587 ending on December 31, 2004.

Two subsequent amendments were made to this contract. The first amendment was on October 9, 2003 for an additional \$70,202 and the second amendment was on December 14, 2004 for an additional \$118,102 plus a contract time extension to December 31, 2005.

Discussion:

Comments on the Administrative Draft for the Environmental Document and the technical studies have been received from Caltrans and are currently being addressed. Once the Administrative Draft is approved by Caltrans, it will be forwarded to the Federal Highway Administration FHWA for review. The Draft Initial Study (IS)/ Environmental Assessment (EA) is scheduled for release in fall 2006 with the final EA/EIR anticipated in the first quarter 2007. In order to be consistent with this schedule, the term of the contract with Korve Engineering needs to be extended to March 31, 2007.

Due to additional work associated with a modification to the Project Description, which is intended to benefit the project in the environmental clearance requirements, revisions and resubmission of the Natural Environmental Study (NES) and the Biological Assessment (BA), additional consultant work is required. These changes have affected the cost and schedule of the contract terms. As a result the contract requires a third amendment. The amendment is recommended for an additional \$111,822 and to be extended to March 31, 2007. This amendment will make the total contract value \$2,143,125, still within the original authorized amount of \$2,200,000.

Fiscal Impact:

The estimated additional contract cost for the contract amendment is \$111,822 which is within original authorized amount of \$2,200,000. The additional work will be funded through the remaining TCRP funds and Regional Measure 2 funds dedicated to this project.

Recommendation:

Forward recommendation to the STA Board authorizing the Executive Director to approve Amendment No. 3 for the Korve Engineering Contract to extend the term of the contract to March 31, 2007.



DATE: February 13, 2006
TO: STA TAC
FROM: Robert Guerrero, Associate Planner
RE: Alternative Modes Fund Strategy

Background:

The Solano Transportation Authority (STA) anticipates almost ten million dollars in discretionary funds available for Solano County's alternative modes projects over the next three fiscal years. STA staff developed an alternative modes strategy matrix outlining how much funding could be available for each program detailed in the Alternative Modes Element of the Solano Comprehensive Transportation Plan 2030. These programs include the Transportation for Livable Communities (TLC) type projects, bicycle and pedestrian facilities, ridesharing, and alternative fuels. Another program that is being considered to be included as part of the overall strategy is the new Solano Safe Routes to School program which is currently being studied and will be developed throughout the next year.

The proposed alternative modes strategy focuses on the following STA discretionary funding:

- County Transportation Enhancements (TE)
- Congestion Mitigation Air Quality (CMAQ)
- Solano Eastern CMAQ (E.CMAQ)
- Bay Area Air Quality Management District Transportation For Clean Air (TFCA)
- Yolo Solano Air Quality Management District Clean Air Funds
- Transportation Development Act (TDA) Article 3
- MTC County Bicycle and Pedestrian Program

TE, CMAQ, TDA Article 3, and MTC County Bicycle and Pedestrian Program funding sources have to be used specifically for TLC projects or bicycle and pedestrian facilities. ECMAQ, TFCA, and Clean Air Funds are more flexible since these sources of funding can be used for either TLC, bicycle and pedestrian facilities, alternative fuels, and/or transit facilities. However, ECMAQ and Clean Air Funds are only available to cities and the county unincorporated area located in eastern Solano County, and TFCA funds are limited to can only be used by cities and the county unincorporated area located in western Solano County.

Discussion:

The Alternative Modes Committee met and reviewed the Alternative Modes Fund Strategy at their February 2, 2006 meeting. The Committee unanimously supported staff's recommendation for STA Board approval with one modification: the Committee recommended that the Solano Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) have an opportunity to provide input in the BAAQMD's TFCA Program

Manager bicycle and pedestrian project submittals and Yolo Solano Air Quality Management Clean Air bicycle and pedestrian project submittals. Staff will work on a method to integrate the two committees in both clean air program fund process. In addition to the BAC/PAC clean air projects review recommendation, the committees will also be responsible for providing recommendations on the TDA Article 3 program, ECMAQ, and MTC County Bicycle Pedestrian Program to the STA Board. These fund sources (excluding the clean air funds) constitute the Solano Bicycle Pedestrian Program.

The Alternative Modes Strategy was also slightly revised to clarify the total anticipated contribution to the Solano Napa Commuter Information's Rideshare Activities from the BAAQMD's TFCA Program. A tentative implementation schedule is also attached for your reference (see Attachment B). All other recommendations regarding the Alternative Modes Fund Strategy previously discussed at the January 25, 2006 TAC meeting will remain the same, including:

- Nearly \$10 million available for alternative modes projects over the next 3 years
- Alternative Modes Committee primary review of and recommend TLC Projects to the STA Board
- TAC primary review of and recommend projects associated in the "Other" category to the STA Board

Recommendation:

Forward a recommendation to the STA Board to approve the Alternative Modes Strategy as specified in Attachment A.

Attachments:

- A. Alternative Modes Strategy
- B. Alternative Modes Strategy Implementation Schedule

Draft Alternative Modes Funding Strategy 2006-07 to 2008-09

2/13/2006

	Estimated Funds to be Programmed by STA				Total per fund source		
	TLC	Bike	Ped	Other Alternative Modes Projects (i.e. Transit Hubs, Clean Fuel Technology, Ridesharing, and Safe Routes to Schools)			
Fund Recommending Committee	Alternative Modes/TAC	BAC/TAC	PAC/TAC	TAC			
Funding Needs Identified by Countywide Plans	\$68 million	\$58 million	\$25 million	TBD			
County TLC Transportation Enhancements (TE) - Based on MTC's Enhancement	\$ 1,575,000	\$ -	\$ -	\$ -	\$ 1,575,000		
	FY 07-08	\$ 949,000	\$ -	\$ -	\$ -	\$ 949,000	Total funds available per fiscal year
	FY 08-09	\$ 626,000	\$ -	\$ -	\$ -	\$ 626,000	
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ	\$ 540,000	\$ -	\$ -	\$ -	\$ 540,000		
	FY 07-08	\$ 270,000	\$ -	\$ -	\$ -	\$ 270,000	Total funds available per fiscal year
	FY 08-09	\$ 270,000	\$ -	\$ -	\$ -	\$ 3,000,000	
Eastern Solano Congestion Mitigation Air Quality (E.CMAQ)* - Based on MTC's CMAQ estimate	\$ 1,080,000	\$ 912,000	\$ 408,000	\$ 600,000	\$ 3,000,000		
	FY 07-08	\$ 666,000	\$ 562,400	\$ 251,600	\$ 370,000	\$ 1,850,000	Total funds available per fiscal year
	FY 08-09	\$ 414,000	\$ 349,600	\$ 156,400	\$ 230,000	\$ 1,150,000	
TDA Article 3 (Based on MTC Estimate)- 2/3 bike, 1/3 ped	\$ -	\$ 638,529	\$ 319,265	\$ -	\$ 957,794		
	FY 06-07	\$ -	\$ 201,383	\$ 100,692	\$ -	\$ 302,075	Total funds available per fiscal year
	FY 07-08	\$ -	\$ 212,707	\$ 106,353	\$ -	\$ 319,060	
	FY 08-09	\$ -	\$ 224,439	\$ 112,220	\$ -	\$ 336,659	
Solano Bicycle/ Pedestrian Program (County share for FY 07/08 & FY08/09 is \$1,395,835)-2/3 bike, 1/3 ped	\$ -	\$ 930,556	\$ 465,278	\$ -	\$ 1,395,834		
	FY 07-08	\$ -	\$ 465,278	\$ 232,639	\$ -	\$ 697,917	Total funds available per fiscal year
	FY 08-09	\$ -	\$ 465,278	\$ 232,639	\$ -	\$ 697,917	
IFCA Program Manager Funds (Assumes \$195,000 is allocated to SNCI for ridesharing activities annually, remaining balance of \$120,000 will be programmed 50% to bike and ped projects (based on 2/3 bike and 1/3 ped split ratio) and 50% for "Other category")	\$ -	\$ 120,000	\$ 60,000	\$ 180,000	\$ 360,000		
	FY 06-07	\$ -	\$ 40,000	\$ 20,000	\$ 60,000	\$ 120,000	Total funds available per fiscal year
	FY 07-08	\$ -	\$ 40,000	\$ 20,000	\$ 60,000	\$ 120,000	
	FY 08-09	\$ -	\$ 40,000	\$ 20,000	\$ 60,000	\$ 120,000	
YSAQMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects 25% to bike/ped projects and 25% to be determine. Remaining 50% can be used for Ridesharing and Alternative Fuel type projects)	\$ -	\$ 145,001	\$ 72,499	\$ 217,500	\$ 435,000		
	FY 06-07	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	Total funds available per fiscal year
	FY 07-08	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	
	FY 08-09	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	
Subtotal	\$ 3,195,000	\$ 2,746,086	\$ 1,325,042	\$ 997,500	\$ 8,263,628		
				2006-07 ECMAQ Allocation	\$ 1,400,000		
				Total	\$ 9,663,628		

Geographical Summary of the Alternative Modes Strategy

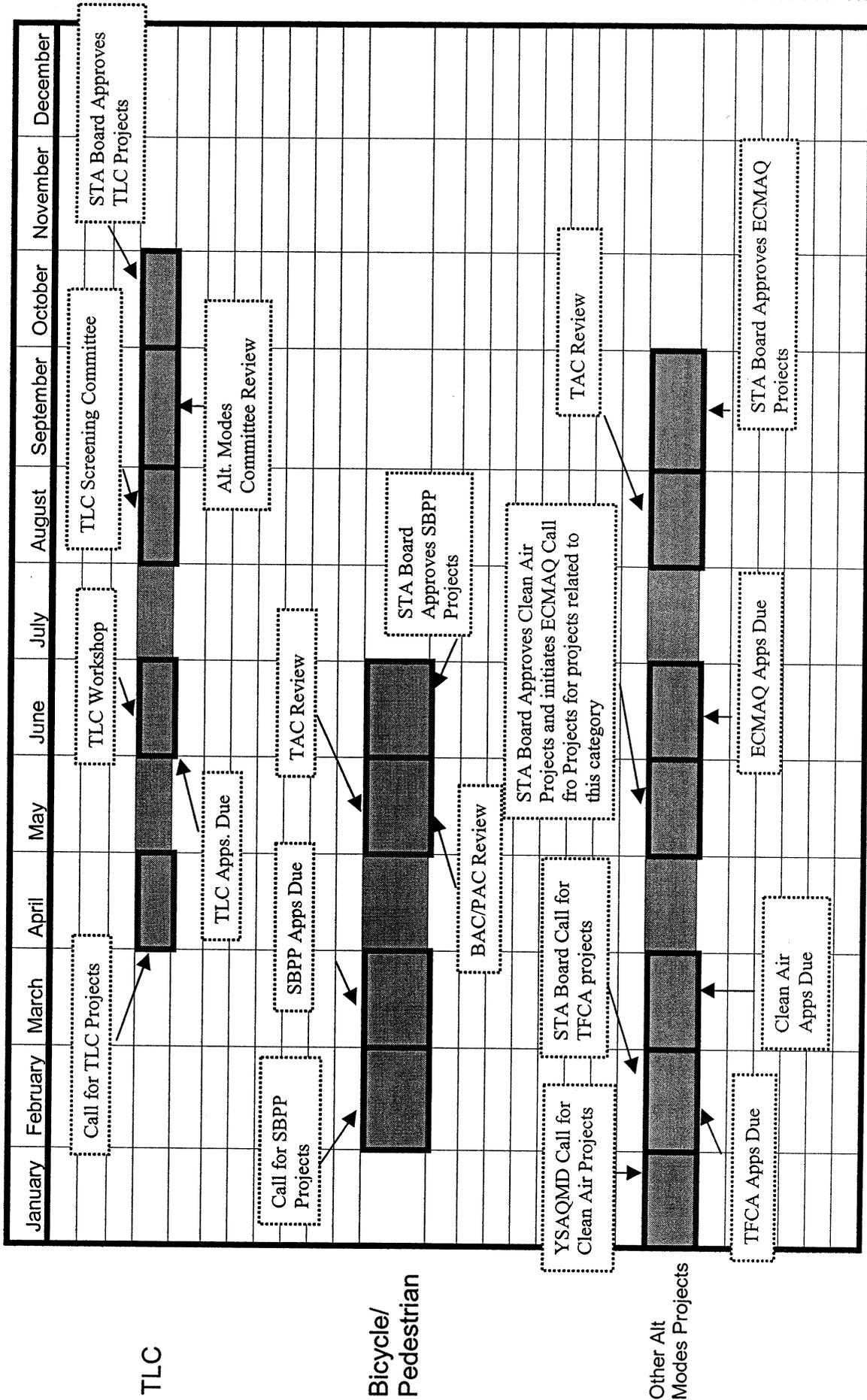
	East County (Dixon, Rio Vista, Unincorp. Solano County, and Vacaville)	West County (Benicia, Fairfield, Unincorp. Solano County, and Vallejo)
County TLC Transportation Enhancements (TE) ¹ - Based on MTC's Enhancement estimate	\$ 525,000	\$ 1,050,000
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ estimate		\$ 540,000
County TLC Eastern Solano Congestion Mitigation Air Quality (E.CMAQ)* - Based on MTC's CMAQ estimate	\$ 4,400,000	
TFCA Program Manager Funds (Assumes at least 50% to Alternative Modes Projects)		\$ 477,000
YSAQMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects)	\$ 435,000	
TDA Article 3 (Based on MTC Estimate) ¹ - 2/3 bike, 1/3 ped	\$ 319,265	\$ 638,529
Solano Bicycle/ Pedestrian Program (County share for FY 07/08 & FY08/09 is \$1,395,835) ¹ -2/3 bike, 1/3 ped	\$ 465,278	\$ 930,556
Funds available by County Area	\$ 6,144,543	\$ 3,636,085

¹Eastern Solano County is eligible for TE, TDA Article 3, and County Bike/Ped Program funding. Staff estimated 1/3 of these funds to be allocated to Eastern Solano County Based on population.

***ECMAQ Assumptions**

- \$400,000 is allocated for Ridesharing Activities (off the top FY 2006/07 \$100,000, FY 2007-08 \$150,000 and FY 2008-09 \$150,000 from ECMAQ)
- 20% of Eastern CMAQ Funding was split off to the "Other" category. Remaining balance was split according to funding needs by program.
- \$1,400,000 of unprogrammed funds from previous fiscal years will be made available for FY 2006-07 projects that are immediately ready for implementation (including \$100,000 for Solano Napa Commuter Information's Ridesharing Activities).

2006 Alternative Modes Strategy Proposed Implementation Schedule





DATE: February 10, 2006
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Intercity Transit Funding Agreement – Status Update

Background:

The Solano Transportation Authority's (STA) I-80/I-680/I-780 Transit Corridor Study identified eight intercity bus routes in Solano County, some of which are subsidized by more than one jurisdiction. Cost-sharing methodologies for these routes vary. The Transit Corridor Study recommended developing an annual and multi-year funding agreement or Memorandum of Understanding (MOU) for intercity transit services as a part of the next steps following completion of the study.

Of the eight (8) intercity bus routes currently in service, six (6) had subsidy sharing arrangements among the participating jurisdictions. These subsidy-sharing arrangements were negotiated in agreements among the participants, some of which were documented and others were not. With the addition of Regional Measure 2 (RM2) funded service, there is now a ninth (9) intercity transit route – Vallejo Transit Rt. 92, serving Solano County.

STA's coordination of the annual multi-agency Transportation Development Act (TDA) matrix and the State Transit Assistance Fund's (STAF) project funding for the county has clarified and simplified the claims process locally and regionally. Having a coordinated multi-year, multi-agency funding strategy with predictability and some flexibility would help to further stabilize intercity transit service funding in Solano County.

Last year, STA conducted nationwide research and presented a summary of subsidy allocation factors and methodologies to the Transit Consortium. Three (3) subsidy-sharing options with various factors were presented to the transit operators and one was selected for further testing. This methodology included ridership and vehicle miles as the key factors. Data was to be collected from the transit operators to test the draft formula.

Discussion:

STA staff collected much of the data and began testing a variety of scenarios primarily using these two factors. In late October, these initial scenarios were shared with the transit operators and other funding partners to review and discuss. Since that time a series of weekly meetings with the same participants (now referred to as the Intercity Transit Funding Working Group) have been held to review and refine the data that is inputted into the funding scenarios. To determine the net cost of each intercity route, one of the key inputs is the total cost of each route.

The Intercity Transit Funding (ITF) Working Group agreed to use the same methodology among operators to calculate and distribute costs among all routes. Upon review of early data, the ITF Working Group expressed a shared concern that intercity transit service must be operated cost-effectively to reduce the burden to all the funding partners. To reduce costs to Intercity Transit Services, discussions have begun among operators to explore options to coordinate and streamline services along parallel routes in the near-term and long-term. Any proposed changes that are approved and implemented would in turn affect the route costs.

The original purpose of the ITF Working Group was to develop a uniform methodology for shared funding of Intercity Transit Services. This has been complicated due to the issue of overall rising costs and potential service changes. To maintain the ITF Working Group's focus, staff drafted goals for this effort. After review of the goals for the purpose of approval in January 2006, the Consortium recommended revising the document to broader principles which are being presented for review and approval at this time (Attachment A).

For the purpose of evaluating Intercity Transit Service changes on the basis of not only cost but also systemwide impacts, service evaluation parameters have also been drafted for reference (Attachment B).

Once a draft methodology for Intercity Transit Service subsidy sharing and the underlying costs and revenues have been agreed to by the transit operators and funding partners, this will be brought through the TAC and to the STA Board for approval.

Recommendation:

Recommend the STA Board to approve the following:

1. Guiding Principles for the Funding of Intercity Transit Service as specified in Attachment A.
2. Service Evaluation Parameters as specified in Attachment B.

Attachments:

- A. Proposed ITF Working Group Guiding Principles
- B. Proposed Intercity Transit Service Route Analysis Evaluation Parameters

INTERCITY TRANSIT FUNDING

Guiding Principles

Principle 1:

To provide certainty to intercity transit operators and funding partners, establish a consistent method and an agreement for sharing subsidies for all intercity routes by Solano transit operators for FY 2006-07 and future years based on a consensus of the participating jurisdictions.

Principle 2:

To focus limited financial resources and deliver productive intercity transit service as soon as possible, develop a cost effective and affordable revised route structure that will; 1) be implemented with the new subsidy sharing agreement; 2) meet the policy/coverage requirements agreed upon; 3) be marketed jointly.

Principle 3:

To focus limited financial resources and deliver productive intercity transit service on an ongoing basis while meeting the policy/coverage requirements agreed upon, develop strategies to consistently evaluate, modify, and market intercity transit services after the intercity subsidy sharing agreement is implemented.

INTERCITY TRANSIT SERVICE

Service Plan Review

Potential Route Analysis Evaluation Parameters

Productivity Measures

- Farebox recovery ratio
- Cost per vehicle service hour
- Cost per vehicle mile
- Cost per passenger trip
- Passengers per vehicle service hour

Policy/Coverage Requirements

- Provides connectivity between cities
- Provides regional transit connections
- Provides Lifeline service
- Meets Unmet Transit Needs
- Minimize stops in each city
- User friendly



DATE: February 10, 2006
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: SolanoLinks Transit Consortium Draft 2006 Work Plan

Background:

Each year, the Consortium reviews and updates its annual Work Plan. In 2006, there are a number of key local and regional transit planning activities and projects that the Consortium should be involved with. These range from service and funding to planning and marketing.

Discussion:

STA staff prepared a draft SolanoLinks Transit Consortium Work Plan for the Consortium's review in January 2006. The Consortium members reviewed the draft Work Plan and offered some modifications which have been incorporated into the attached version (Attachment A)

The Consortium's 2005 Work Plan is attached (Attachment B) as well as progress achieved on this Work Plan (Attachment C).

Recommendation:

Approve the SolanoLinks Transit Consortium 2006 Work Plan as specified in Attachment A.

Attachments:

- A. SolanoLinks Consortium 2006 Work Plan
- B. SolanoLinks Consortium 2005 Work Plan
- C. 2005 Work Plan Year-end Report

STA SOLANOLINKS TRANSIT CONSORTIUM
Draft 2006 Work Plan

Transit Service:

- Complete evaluation of intercity transit services performance, prioritize, and implement intercity transit service change.
- Develop and implement a transit ridership survey
- Implement Lifeline project priorities.
- Implement Solano Paratransit efficiency policies.
- Monitor Rt. 30 and other Solano intercity transit services

Transit Planning and Consolidation:

- Initiate Transit Consolidation Study
- Input into SB916 Transit Connectivity Study
- Complete Community Based Transportation Planning study in Cordelia.
- Initiate Community Based Transportation Planning study in Vallejo
- Complete Highway 12 corridor transit study
- Complete Solano Paratransit Assessment Study
- Monitor countywide Advance Vehicle Locator (AVL) system

Funding:

- Complete Intercity Transit Funding Agreement
- Maximize RM2 funding opportunities.
- Implement Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding.
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete TDA Unmet Transit Needs process.
- Prepare multi-year STAF funding plan
- Update multi-year funding agreement for Solano Paratransit.
- Purchase two vehicles for Solano Paratransit.
- Reduce costs through joint operator fuel and/or vehicle purchases.

Marketing of Transit Services and Programs:

- Secure consultant support and develop new SolanoLinks multi-year marketing plan.
- Plan, prioritize, and implement marketing support for intercity transit services.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoLinks brochure and wall maps
- Implement TranStar countywide
- Improve identity of Solano Paratransit (bus wraps, complementary brochure)

**STA SOLANOLINKS TRANSIT CONSORTIUM
2005 Work Plan**

Transit Service:

- Implement RM 2 transit services.
- Monitor Rt. 30 and other Solano intercity transit services.
- Implement Dixon Community Based Transit Plan priorities.
- Implement TranStar countywide
- Implement Rio Vista Transit service changes

Transit Planning and Consolidation:

- Initiate Transit Consolidation Study
- Input into SB916 Transit connectivity Study
- Complete Community Based Transportation Planning study in Cordelia.
- Complete Benicia, Fairfield, and Vallejo local transit studies
- Complete updated Comprehensive Transportation Plan (CTP) including the Transit Element.
- Complete Highway 12 corridor transit study
- Monitor countywide Advance Vehicle Locator (AVL) system

Funding:

- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete TDA Unmet Transit Needs process.
- Prepare multi-year STAF funding plan
- Prepare multi-year funding scenarios, including Rt. 30 and Solano Paratransit.
- Develop funding partnerships for SolanoWORKS transportation study priorities.

Marketing of Transit Services and Programs:

- Develop new SolanoLinks multi-year marketing plan and secure consultant support.
- Plan and implement marketing support for Rt. 30, new RM2 services, and Rio Vista Transit.
- Coordinate and participate in countywide and regional transit marketing activities.
- Distribute SolanoLinks brochure and wall maps
- Develop public awareness and identity for Solano Paratransit

STA SOLANOLINKS TRANSIT CONSORTIUM
2005 Work Plan Year-end Report
(January 2006)

Task	Status
Transit Service	
Implement RM2 Transit Services	<ul style="list-style-type: none"> • Vjo Transit services implemented, modified and VT monitoring. FST Rt. 40 pending. New Vjo/Benicia Transit route under review. • All RM2 services being re-evaluated.
Monitor Rt. 30 & other Solano intercity transit services	* STA monitored Rt. 30 and provided mid-year performance report.
Implement Dixon Community Based Transit Plan priorities	* STAF funding approved for implementation of 2 priority projects of Dixon CBTP.
Implement TranStar countywide (on-line transit trip planner)	* Letter of commitment sent from Vacaville to MTC as part of Unmet Transit Needs process. Status of implementation?
Implement Rio Vista service changes	* New service implemented in February 2005 and marketed.
Transit Planning & Consolidation	
Initiate Transit Consolidation Study	<ul style="list-style-type: none"> • STA Board authorized release of RFP for \$65K • Additional funding received from MTC 08/05
Input into SB916 Transit Connectivity Study	* STA participating in MTC Transit Connectivity Study & successfully had FTC added to study list of regional transit hubs
Complete CBTP Study in Cordelia	* Cordelia study initiated in Winter 2005.
Complete Benicia, Fairfield, and Vallejo local transit studies	<ul style="list-style-type: none"> • Benicia SRTP completed. • Fairfield local studies initiated in Winter 2005.
Complete updated CTP including the Transit Element	* Completed
Complete Hwy 12 Corridor Transit Study	* Completed – due for STA Board approval 02/06.
Monitor countywide Advance Vehicle Locator (AVL) system	* FST lead. Status updated due.

Funding	
Monitor & input into legis to ensure adequate levels of transit funding	* On-going.
Monitor & input in reg. Policy to ensure adequate levels of transit funding	* On-going
Update TDA matrix	* Completed for FY2005/06
Complete TDA Unmet Transit Needs process	* Completed for FY2005/06
Prepare multi-year STAF funding plan	* Completed FY2005/06 and preliminary draft FY2006/07
Prepare multi-year funding scenarios, including Rt. 30 & Solano Paratransit	<ul style="list-style-type: none"> • Rt. 30 multi-year funding pending resolution of intercity funding agreement. • Solano Paratransit multi-year funding update nearing completion.
Marketing of Transit Services & Programs	
Develop new SolanoLinks multi-year marketing plan & secure consultant support	* STA Board approved release of RFP.
Plan & implement marketing support for Rt 30, new RM 2 services, and Rio Vista Transit	*1) Rt. 30 marketing in Vacaville planned and partially implemented; ECD 02/06; 2)STAF funds provided to Vjo Transit to market their RM2 services; 3) marketing support provided to Rio Vista Transit to promote their new (Feb. 2005) service.
Coordinate & participate in countywide and regional transit marketing activities	* STA staff continues to monitor regional transit marketing activities. Spare the Air Transit/Free Morning Commute coordinated locally. Fall Great Race campaign included transit promotion.
Distribute SolanoLinks brochure and wall maps	* Updated, reprinted, and distributed SolanoLinks brochure and wall maps.
Tasks added mid-year	
Develop public awareness and identity for Solano Paratransit	* Concepts for Solano Paratransit logo, vehicle wraps, and brochure approved by STA Board.
Initiate Solano Paratransit Assessment	* STA Board approved release of RFP.



DATE: February 14, 2006
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: State Legislative Update – February 2006

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. Since the release of Governor Schwarzenegger's long-term \$222 billion infrastructure plan for California, several agencies and organizations have issued their analyses on the issues surrounding this proposal.

These include the following:

1. The California State Association of Counties (CSAC) adopted principles in January regarding the Governor's Strategic Growth Plan (Attachment A).
2. The Metropolitan Transportation Commission (MTC) adopted Principles for a Successful Infrastructure Bond on January 25 (Attachment B).
3. Senator Don Perata, President Pro Tempore of the Senate, wrote a letter on February 1 to the Chairman of the California Transportation Commission outlining his concerns about certain elements of the Governor's Strategic Growth Plan (Attachment C).
4. Staff of the California Transportation Commission (CTC) issued comments on the Governor's Strategic Growth Plan on February 2 to the CTC (Attachment D).
5. The Self-Help Counties Coalition released a chart on February 3 summarizing and comparing the various bond proposals (Attachment E).
6. The Bay Area CMA Directors presented their State Infrastructure Financing Package Principles on February 7 to the Senate Transportation and Housing Committee on February 7, 2006 (Attachment F).
7. On February 8 the Solano Transportation Authority (STA) Board approved support of priorities pertaining to the Governor's proposed bond measure for transportation, including adopting a constitutional amendment to protect Proposition 42 and providing four specific earmarks for Solano County projects.

Discussion:

In a special two-house conference committee set to begin on Thursday, February 16, State legislators will begin wading their way through the competing proposals regarding the State's infrastructure financing.

Three of the bills currently working their way through the Legislature that address the State's transportation infrastructure needs are AB 1783 (Nunez), SB 1024 (Perata), and SB 1165 (Dutton).

AB 1783, introduced by Assembly Member Nunez, proposes the California Infrastructure, improvement, Smart Growth, Economic Reinvestment, and Emergency Preparedness Financing Act of 2006, to finance state and local government infrastructure through various funding sources, including bonds, fees, assessment, and others. The financing would be used to fund purposes such as transportation, flood control, safe water systems, environmental improvement, housing, hospital seismic safety repair, and emergency public safety communications equipment, among others. At this point, the bond is primarily conceptual, with no specifics. The full text of AB 1783 is included as Attachment H (under separate cover).

SB 1024 was introduced by Senators Perata and Torlakson in early 2005. Originally, the bill was proposed to enact the Essential Facilities Seismic Retrofit Bond Act of 2005 to authorize an unspecified amount in state general obligation bonds for the seismic retrofit of essential facilities throughout the state, including Bay Area toll bridges and hospitals throughout the state, subject to voter approval. The STA took a watch position on SB 1024 in May, 2005.

In September of 2005, the bill stopped moving through the Legislature. It remains in place today, having gone through major modifications. The bill's January 26, 2006 amendment proposes to enact the Safe Facilities, Improved Mobility and Clean Air Bond of 2006, and now authorizes the sale of an unspecified amount (formerly proposed at \$10.275 billion) of general obligation bonds for a spectrum of capital improvements throughout the state, including transportation facilities, clean air, high speed rail, urban infill development, environmental enhancement, goods movement and port security, affordable housing incentives, levee protection, flood protection, grade separation projects, local bridge seismic upgrade projects,, transit-oriented development, and the repayment of Proposition 42 loans, upon voter approval at the June 6, 2006 statewide general election. The full text of SB 1024 (January 26, 2006 amendment) is included as Attachment I (under separate cover).

SB 1165 was introduced on January 10, 2006, by Senator Dutton, in support of the Governor's infrastructure bond proposal as the Transportation Bond Acts of 2006, 2008, and 2012: transportation contracting. The bill proposes several government code amendments relating to transportation and providing the funds necessary for a transportation improvement program through the issuance and sale of State bonds, providing for the handling and disposition of those funds, and declaring the urgency, to take effect immediately. The full text of SB 1165 is included as Attachment J (under separate cover).

With so much activity occurring at this time regarding the State's infrastructure financing, staff advises watching these three bills as they move through the legislature. Staff also recommends that the STA Board adopt a comprehensive set of principles relative to the Governor's proposed bond measure for transportation. The Draft STA Principles for State Infrastructure Financing (Attachment G) are consistent with the policies of the 2006 STA Legislative Priorities and Platform and these are based primarily on the principles drafted by the Bay Area CMA Directors.

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. Adopt a watch position on the following bills pertaining to a proposed bond measure for transportation:
 - A. AB 1783 (Nunez)
 - B. SB 1024 (Perata/Torlakson)
 - C. SB 1165 (Dutton)
2. Approve the Draft STA Principles for State Infrastructure Financing as specified in Attachment G.

Attachments:

- A. CSAC Principles Regarding the Governor's Strategic Growth Plan
- B. MTC Principles for a Successful Infrastructure Bond
- C. Senator Perata Letter to the CTC regarding the Governor's Strategic Growth Plan
- D. CTC Staff Comments on the Governor's Strategic Growth Plan to the CTC
- E. Self-Help Counties Chart Summarizing and Comparing the Various Bond Proposals
- F. Bay Area CMA Directors State Infrastructure Financing Package Principles
- G. Draft STA Principles for State Infrastructure Financing

Under Separate Cover:

- H. AB 1783 (Nunez)
- I. SB 1024 (Perata/Torlakson), Amended January 26, 2006
- J. SB 1165 (Dutton)



CALIFORNIA STATE ASSOCIATION OF COUNTIES

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**Striking a Balance on the Governor's Strategic Growth
and Infrastructure Investment Proposal**

January 2006

Governor's Strategic Growth Plan. The Governor should be applauded for focusing on reinvestment of the State's infrastructure. This is critical to the State's economy, as well as regional and local economies. Businesses in California and our citizens are dependent upon an adequate and seamless transportation network and availability of housing for all segments of our population. CSAC certainly supports the goals outlined by the Governor, which include, reducing traffic congestion, improving air quality and targeting monies for goods movement and trade corridors around our ports.

The Governor's plan identifies \$107 billion for transportation purposes over the next ten years. Certainly the critical piece for cities and counties is the permanent fix or stabilizing of Proposition 42 monies. We fully support ACA 4 (Plescia), which provides the appropriate solution to stabilize transportation monies from this revenue source and creates the certainty needed to plan for and deliver transportation projects. However, future Proposition 42 monies represent the only monies dedicated to cities and counties for the city street and county road network and those are not forthcoming until 2008-09. We appreciate the recognition of the need for increased revenues for local streets and roads in the Governor's *GoCalifornia Statewide Strategies*, and would like to see inclusion of funds in the bond proposal.

In analyzing the \$12 billion in general obligation bonds targeted towards transportation our statewide association finds the following principles and issues critical to the success of a strategic growth plan for California:

1. **Geographic Equity in the Distribution of Transportation Monies.** We support using longstanding equitable formulas such as the North/South Split and County Minimums consistent with the allocation of State Transportation Improvement Program (STIP) monies. The current approach of creating project lists and granting the California Transportation Commission (CTC) sole discretion over funding decisions is contrary to the regional approach supported by the Legislature and in statute today. Using the existing STIP process provides certainty which is critical to the success of transportation delivery and supports the regional planning processes that are the most progressive and comprehensive in the State.
2. **Balance Between State, Regional and Local Priorities.** The Governor's Plan focuses almost entirely on the state system with the State determining the projects funded. The \$5.6 billion in highway money, \$4 billion for ports and \$1.5 billion for the SHOPP or state system preservation and safety represent nearly the entire \$12 billion and all are dedicated to the State system. Regions should retain discretion over choosing projects

consistent with air quality, traffic congestion and other critical objectives consistent with their regional plans. Further, consistent with the Governor's *GoCalifornia* cities and counties need direct subventions to ensure that the local system and local communities share in the benefit of these infrastructure investments. It is understood that transportation needs in this state overwhelm existing revenue streams, and that we have a severe funding shortfall, but all levels of government should have access to any new infrastructure investments.

3. **Balance Between State and Local System.** Cities and counties own and operate 81% of the state's maintained miles or 137,000 miles compared to the State's 15,000. The local system is critical to a seamless transportation network, yet we continue to rely on revenue streams that have not increased for over a decade. The gas tax has not increased since 1994—12 years ago. Our dedicated federal dollars have been frozen since 1991 over 15 years ago. The percentage of the local sales tax dollars dedicated to local streets and roads has also declined. Further, our Proposition 42 monies will not flow until 2008-09 and remain dependent upon the permanent fix. We are simply losing the public's investment in this system, which will result in taxpayers investing 5 times more in the future to fix these roads.
4. **Safety and Preservation for the Local System are Critical Goals.** While we applaud the Administration's strategic objective in the bond proposal of congestion relief and international trading competitiveness our goals relative to the local system need to be recognized as part of the solution to solving the infrastructure crisis. Numerous reports issued and surveys taken regarding transportation systems refer to California's deteriorating city streets and county roads—yet this proposal relies only on Proposition 42 monies for this purpose. Further, a recent report from The Road Information Program (TRIP) found that rural roads have more than double the fatality rate of Interstates and Freeways and California is ranked in the top 5 states for rural road fatalities.
5. **Housing and Strategic Growth Monies are Critical.** The Governor's plan does not provide housing subsidies or strategic growth monies that remain important to address the State's housing needs and to promote more efficient land use patterns. We support inclusion of such funds to support infrastructure for infill development and concentrated growth in our rural areas.

In summary, the measure of success for a strategic growth plan and infrastructure investment for California is dependent upon a partnership between the state, regions and cities and counties. While we recognize the need to potentially focus transportation funding towards projects of statewide significance consistent with the goals outlined by the Governor, we also have existing proven methods for determining priorities and allocating transportation dollars, which should be followed through the STIP and through direct subventions for basic maintenance needs for cities and counties. Further, housing subsidies are important to meet the workforce housing needs of many regions in the state, and strategic growth monies can provide important linkages to achieve more efficient growth patterns and thus efficient use of infrastructure investments in California.

MTC Principles for a Successful Infrastructure Bond

Adopted January 25, 2006

With three infrastructure bond proposals currently under consideration in Sacramento, MTC has adopted a set of principles to guide the discussion around transportation components of any new bond package.

The infrastructure bond should:

1. Be on a scale large enough to substantially reduce our region's vast transportation funding shortfalls. The recently adopted Transportation 2030 plan identifies shortfalls throughout the region of over \$4.1 billion for transit operations and capital replacement, \$6.1 billion for local streets and road maintenance, and \$7 billion for state highway system repairs.
2. Remove the suspension provision in Proposition 42 so that voters can be assured that previously dedicated funding for transportation can be relied upon. Securing Proposition 42 funds would allow for the completion of the many transit and roadway projects in the TCRP program and secure for the long term a significant state commitment to local streets and roads and to transit operations and improvements.
3. Invest in multimodal transportation system that embraces the diversity of needs in the Bay Area, including transit and highway improvements as well as goods movement, the maintenance of the existing road network (both local streets and roads and the state highway system), transit security and emergency preparedness.
4. Promote policies that support livable communities, such as encouraging mixed use and infill development within existing developed areas, bicycle and pedestrian improvements, and the development of more affordable housing.
5. Allocate the majority of funds to existing programs, such as the State Transportation Improvement Program (STIP); or to program-level funding categories, such as goods movement, security and emergency preparedness, air quality, bike and pedestrian and Intelligent Transportation System (ITS) programs. For project-specific funding elements, we strongly encourage the full funding of a project.
6. Consistent with the Commission's 2006 legislative program, expedite project delivery by streamlining design and construction and other proposals to improve project delivery in California.
7. Include appropriate mitigation measures and protection of the environment.
8. Give consideration to the efforts of self-help counties that have generated additional revenue to improve the state highway and intercity rail system.
9. Consider the addition of new user fees to augment the amount of the bond measures. User fees could include a gasoline tax surcharge to keep gas tax revenues on pace with inflation (i.e., indexing), or container or other freight-based fees to pay for goods movement-specific infrastructure or related mitigations.

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California State Senate

COMMITTEES
RULES
CHAIRMAN

SENATOR DON PERATA
PRESIDENT PRO TEMPORE



February 1, 2006

Mr. Joseph Tavaglione, Chair
California Transportation Commission
1120 N Street (MS-52)
Sacramento, CA 95814

Dear Mr. Tavaglione:

I write to express some concerns about elements of the Governor's "Strategic Growth Plan" (the plan) related to transportation infrastructure, and to seek the best guidance the commission can offer as to how these concerns might be addressed.

First, I am pleased that the Governor has highlighted transportation infrastructure as one sector of our economy in need of new public investment. As you know, I authored SB 1024 last year, legislation that calls for the investment of \$13.125 billion in transportation infrastructure improvements throughout California. The Governor's similar call for investment in this area is a positive step toward accomplishing our shared objective—a comprehensive investment plan to improve the lives of all Californians.

Second, the Governor's proposal is before the state Senate in the form of SB 1165 (Dutton). While the Governor and I share some of the same perspectives on priorities for investment—like in the area of goods movement—there are several provisions of SB 1165 that are cause for concern. Issues like the process for project selection, new authorities for the department, and the issuance of revenue bonds from existing gas tax and motor vehicle weight fee revenues, are just a few examples of issues in SB 1165 that require the Senate's immediate attention. I write in the hope that the commission—in its role as an independent agency charged with providing policy guidance to the Administration and the Legislature—might provide guidance on the issues raised herein.

Process and Project Selection: SB 1165 seeks legislative approval to submit to the voters \$12 billion in general obligation bonds in 2006 and 2008 for transportation improvements mostly on the state highway system.

Mr. Tavaglione

Page 2

While the authority for the bonds is being requested now, the actual projects that would benefit from the bond issuance will emanate exclusively from the Business, Transportation and Housing Agency (BT&H) and the Department of Transportation (Caltrans) later this year. With respect to projects relating to the movement of goods along the state's key trade corridors, those eligible for funding will be proposed exclusively by the Secretaries of BT&H and the state Environmental Protection Agency (Cal-EPA), consistent with a report the commission is to adopt by December, 2007.

This process proposed in SB 1165 stands in stark contrast to the more transparent and inclusive process for project selection that the CTC currently administers under current law.

As you know, the State Transportation Improvement Program (STIP) affords local and regional input in project selection. It also makes available opportunities for everyday Californians to have a voice in a very public process—opportunities that the public continues to demand. According to local transportation planners in my district, project nomination in the STIP involves public hearings at the county, regional and state level; regional priorities are measured against performance outcomes; and the process, while thorough, is completed in a timely way that generally results in a plan that provides great benefit to the public.

The STIP process has been criticized for its strict formula split between the regional and interregional programs. The suggestion from some is that this formula may constrain the state's ability to deliver large projects of statewide significance. There is considerable disagreement, however, about whether this problem results from the STIP's formula or from the STIP's lack of sufficient resources. Neither case presents justification for creating a new process for project selection that ignores the best of what the STIP process offers—transparency, local input, and public process.

Perhaps an alternative worth consideration is to maintain the STIP process for the allocation of bond funds, but to allocate a larger share of funds to the interregional program. Alternatively, it may be appropriate to allow both regions and the department to submit projects for funding, with the CTC ultimately choosing the projects based on a set of known criteria, including the clear objective that the project achieve full funding required to move to completion. I am interested in the commission's best thinking on this process question.

1. What process should be used to continue the state-local partnership for project selection that best enables all parties to complete large projects that benefit the entire state?
2. How should projects related to the movement of goods be selected and funded?
3. How can the commission best match available state funds with local, federal or private funds?
4. Is the commission the most appropriate state agency to allocate funds for air quality improvements targeted to port-related activities?

Mr. Tavaglione
Page 3

New Authorities for the Department: SB 1165 would authorize Caltrans and regional transportation agencies to utilize the design-build contracting method to deliver improvement projects on the state highway system. The bill would also allow Caltrans and regional agencies to enter into "development lease agreements" with private sector partners to construct toll and other revenue-generating projects in California. Under the bill's provisions, the agreements could cover a period as long as 99 years and would include an unspecified "reasonable rate of return" to the private operator of the toll facility.

With respect to these new authorities, some concern has been expressed about the open-ended nature of the authority and the lack of independent oversight of either Caltrans or the regional agencies. For example, SB 1165 expresses intent to allow Caltrans to "explore" and "demonstrate" the potential value of utilizing design-build; however, the bill does not limit the duration, scope, or number of projects for which the department may "demonstrate" design-build's implied value. Similarly, SB 1165's authority for the department and regional agencies to enter into development lease agreements is without limitation or independent oversight. This is particularly troubling in light of the controversial experience with the lease agreement Caltrans executed with the developers of the private State Route 91 (SR91) toll facility in Orange County.

I am interested in hearing from the commission as to whether a more measured approach for these new authorities would be appropriate. For example:

1. Should the commission play a role in determining the number and type of projects for which the department may utilize design-build?
2. Should the commission and the Legislative Analyst's Office (LAO) jointly monitor and report back to the Legislature on the effectiveness with which the department utilizes these new authorities?
3. Should the commission approve any development lease-agreement prior to it being executed by the department or regional agency?

Authorizing Revenue Bonds Off of Existing Gas Tax and Weight Fee Revenues: In addition to the general obligation bond authority in the bill, SB 1165 seeks authority for the issuance of up to \$14 billion in revenue bonds—in 2012—from the existing stream of gasoline excise tax and motor vehicle weight fee revenues. This proposal raises several questions that I hope the commission can assist us in resolving. For example:

1. What are these revenues used for now and what are they expected to be used for in 2012?
2. What is the impact of issuing revenue bonds on the programs that would otherwise receive these revenues in a pay-as-you-go manner?

Mr. Tavaglione

Page 4

3. Section 5 of Article XIX of the state constitution now authorizes—with voter approval—the issuance of bonds against gasoline excise tax and motor vehicle weight fee revenues. Under what conditions, and for what purposes would the commission recommend utilizing such authority?
4. Since Article XIX now allows these revenues to be used for either highway improvements or limited transit capital improvements, is it advisable to limit the use of these revenues to highway improvements only, as proposed by SB 1165?

I appreciate your consideration of these questions. The commission is a unique agency, created to provide oversight of the department and guidance to both the Administration and the Legislature on transportation policy. I look forward to your timely and thoughtful response.

Should you or your staff have any questions about the issues contained herein, or need any additional information, please contact Brian Kelly, of my staff, at (916) 651-4170.

Sincerely,



DON PERATA
President Pro Tempore

DP:bkjt

POLICY CONCERNS REGARDING
THE GOVERNOR'S TRANSPORTATION BONDING PROPOSAL
Staff Remarks Presented to the California Transportation Commission
February 2, 2006

The Governor's transportation bonding proposal, as reflected in SB 1165, raises a number of policy concerns. Some of these are general concerns regarding transportation funding policy as identified by the Commission in its Annual Report to the Legislature, issued in December. Other policy concerns have been raised by legislators and others in responding to the specific bond proposal.

Generally, these policy concerns relate to three areas: (1) the revenue source and funding stability and reliability, (2) bonding versus pay-as-you-go, and (3) structure and authority for project selection.

- In its annual report, the Commission stated that California "needs a transportation financial structure that guarantees a stable, reliable, flexible, and adequate source funding across the years." The 3 bond measures proposed would do nothing to address the need for stability and reliability. While promoting transportation spending in the near-term, the package would actually increase rather than alleviate the problem of instability and unreliability. Even if this proposal were enacted by the Legislature, no one could know whether bond proceeds would be provided until the individual ballot measures were approved. The sources of STIP funding— Proposition 42 transfers, loan repayments, and PTA transfers—would all remain in doubt and could even be further jeopardized by the bonding's added draw on the General Fund. The Governor has proposed to lock down Proposition 42, but that would have to be placed before the voters separately.
- As the Commission stated in the Annual Report, bonding is a financing mechanism, not a revenue source. The proposed bond package provides no revenue at all— only borrowing against existing revenues. The 2006 and 2008 measures would bond against existing General Fund revenue—this at a time when the state budget is already in structural deficit. Without the Proposition 42 firewall, this take from the General Fund could actually decrease the likelihood that future Proposition 42 transfers would be made and that the General Fund's current borrowing from transportation would be repaid. A future Administration and Legislature could be more inclined to suspend Proposition 42 because of the greater demand on the General Fund and the notion that transportation's needs are being sufficiently met through bond proceeds.
- The third bond measure—the one for 2012—would bond against State Highway Account revenues, without any increase in those revenues. But this source is already inadequate to meet ongoing operating and maintenance costs on the State highway system and the costs of rehabilitation and safety work in the SHOPP.

- Even if there were adequate revenues to support the proposed bonds, there would be some policy concerns over the appropriateness of bonding for some of the project types identified in the package. Bonding is most appropriate for projects—especially large projects—that provide benefits over long useful lives. However, some of these categories identified for the bond package would apparently include projects that are relatively small, with relatively short useful lives. These would include the funds designated for SHOPP-type safety and rehabilitation projects, bicycle and pedestrian projects, park and ride lots, and the mobility and technology projects that would ordinarily be done through the SHOPP. For the last 2 categories, the proposal would allow the use of bond funds even for initial operating costs.
- Beyond the concerns over funding source and the appropriateness of bonding, the proposal raises policy concerns over the priority setting and project selection authorities of the various parties, including this Commission, the Department, the Business, Transportation and Housing (BT&H) Agency, and the regional agencies. The proposal seems to continue a trend toward marginalizing the STIP and the STIP development process put in place by SB 45 (1997), replacing a stable program with periodic ad hoc funding packages. This trend began with the enactment of Traffic Congestion Relief Act of 2000 and has continued with the decline of Article XIX gas tax revenues and their replacement with sales tax revenues that are subject to year-to-year suspension and borrowing. The bond package would continue the trend of reducing the role of regional agencies and the California Transportation Commission in the determination of priorities and scheduling for state transportation funding.
- Under the bond proposal, the Department and Agency would select the projects for two-thirds of the funding. For the other third, the projects would be selected by the Secretary of BT&H, together with the Secretary of CalEPA. In some categories, regional agencies would be permitted to nominate alternatives for projects proposed in their areas, but the CTC could select such alternatives only with the concurrence of the Department. This sounds a little like the process now in place for the interregional portion of the STIP, where the Department nominates projects and regions may propose alternative projects. But in the 6 STIPs since SB 45, not one regional nomination has ever been made for the interregional program. And with the ITIP, the CTC may decline to approve any specific Department proposal and choose instead to fund additional regional program projects.
- Finally, there are policy concerns expressed about geographic equity versus the need to find a way to meet some of the state's most pressing statewide and interregional needs that simply don't match any measure of geographic equity. Clearly, several of the project categories and many of the project needs identified as part of the Strategic Growth Plan could be funded through the existing STIP/SHOPP process, if only it were adequately and reliably funded. At the same time, however, there are project types, such as port mitigation, that don't fit into the current structure—and some very large projects that would not fit into the current STIP structure without a long term bonding strategy.

Self-Help Counties Comparison of Infrastructure Bonding Approaches 02-03-06

	SGP	SB 1024	AB 1783
Term	10 Years, Phase 1	One-time	One-time
Emphasis	Transportation and Education	Transportation and housing	Across the board
Go Bonds	\$68 billion	\$10.3 billion	Not specified
Total Transportation Funding	\$220 B; \$107 B for Transportation: <ul style="list-style-type: none"> • \$12 B Go Bond: • \$47 B, Existing • \$48 B, New 	\$10.3 B; \$7.4 B for Transportation	Not specified
Transportation Projects	Relies on CTC allocation process	Existing allocation process	Not specified
Transportation Reforms	Prop. 42 "fix", Debt Cap Design-build, P3	Prop. 42 "fix", Design-Build	Not specified
Transit Funding	\$500 m for state interest in I/C Rail	Amdendments will address	Intent to address
Hi Speed Rail	No Funds, defer Costa Bond Act	\$1 billion for useable projects in five corridors	Not specified
Revenue bonds	\$14 billion funded by dedication of \$1.025 billion from SHA if approved in 2012	Nothing comparable	Nothing comparable
Corridor Mobility investments	New Program for state investment priorities, permits limited input from regions	Nothing Comparable, relies on including TCRP and STIP	Nothing comparable
Prop 42 'fix':	ACA 4, eliminates suspension provision	SCA 7, eliminates suspension provision	Intends to address

**State Infrastructure Financing Package Principles
Bay Area CMA Directors
February 1, 2006**

General Principles

1. Remove the suspension provision in Proposition 42 and prohibit loans, other than short-term loans for cash flow purposes.
2. Repay in full any previous loans of transportation funds to the general fund with interest, as required under existing law.
3. Allocate the majority of new funds to existing programs that support transportation investment in a multi-modal system, such as the State Transportation Improvement Program (STIP), or to program-level funding categories, such as goods movement.
4. Oppose the use of revenue bonds backed by existing transportation funding sources, which would negatively impact Traffic Congestion Relief Program and STIP commitments.
5. Expedite project delivery by streamlining design and construction and other proposals to improve project delivery in California, including public/private partnerships.
6. Provide additional funding for rehabilitation of the existing transportation system
7. Authorize new user fees to augment the amount of any bond measures in order to support an adequate transportation investment program through the STIP and to support local transportation investments.

Bond Measure Principles

8. Recognize the existing local, regional and state planning and programming process specified in current law as a framework for selecting the best candidate projects for bond funding.
9. Select projects for funding where the state commitment fully funds the project and allows the project to actually be built.
10. Provide a reward or incentive to counties that have generated local revenue to improve the state highway and transit system.
11. At a minimum, address the following transportation needs through the infrastructure bond:
 - Additional funding for the State Transportation Improvement Program.
 - Funding for large projects having a significant impact on travel and congestion between regions and within regions. These projects would be nominated directly to the California Transportation Commission by Caltrans and regional agencies/county transportation agencies, with a final program selected by the CTC.
 - Funding for goods movement and trade corridors.
 - Funding for new technologies to better manage the transportation system, referred to as Intelligent Transportation Systems (ITS).

Draft Principles for State Infrastructure Financing

Solano Transportation Authority
February 22, 2006

General Principles

1. Remove the suspension provision in Proposition 42 and prohibit loans, other than short-term loans for cash flow purposes, so that voters can be assured that previously dedicated funding for transportation can be relied upon. Securing Proposition 42 funds would allow for the completion of the many transit and roadway projects in the TCRP program and secure for the long term a significant state commitment to local streets and roads and to transit operations and improvements.
2. Repay in full any previous loans of transportation funds to the general fund with interest, as required under existing law.
3. Allocate the majority of new funds to existing programs that support transportation investment in a multi-modal system, such as the State Transportation Improvement Program (STIP), or to program-level funding categories, such as goods movement, security and emergency preparedness, air quality, bike and pedestrian and Intelligent Transportation System (ITS) programs. For project-specific funding elements, we strongly encourage the full funding of a project.
4. Oppose the use of revenue bonds backed by existing transportation funding sources, which would negatively impact Traffic Congestion Relief Program and STIP commitments.
5. Consistent with the STA's 2006 Legislative Priorities and Platform, expedite project delivery by streamlining design and construction and other proposals to improve project delivery in California, including public/private partnerships.
6. Provide additional funding for rehabilitation of the existing transportation system.
7. Authorize new user fees to augment the amount of any bond measures in order to support an adequate transportation investment program through the STIP and to support local transportation investments.

Bond Measure Principles

8. Recognize the existing local, regional and state planning and programming process specified in current law as a framework for selecting the best candidate projects for bond funding. Regions should retain discretion over choosing projects consistent with air quality, traffic congestion and other critical objectives consistent with their regional plans.
9. Shift the priorities from funding primarily State projects, to a more balanced funding split between state and city/county projects (which comprise 81% of the State's maintained miles).
10. Select projects for funding where the state commitment fully funds the project and allows the project to actually be built.
11. Provide a reward or incentive to counties that have generated local revenue to improve the state highway and transit system.
12. At a minimum, address the following transportation needs through the infrastructure bond:
 - Additional funding for the State Transportation Improvement Program.
 - Funding for large projects having a significant impact on travel and congestion between regions and within regions. These projects would be nominated directly to the California Transportation Commission by Caltrans and regional agencies/county transportation agencies, with a final program selected by the CTC.
 - Funding for goods movement and trade corridors.
 - Funding for new technologies to better manage the transportation system, referred to as Intelligent Transportation Systems (ITS).



DATE: February 13, 2006
TO: STA TAC
FROM: Daryl Halls, Executive Director
RE: Status of Approval of Traffic Relief and Safety Plan (TRSP) by Cities and County

Background:

On November 2, 2004, Measure A received the support of 63.88% of Solano County voters, but failed to attain the necessary 66.7% percent support required for passage. This marked the second time that Solano County has placed a half cent sales tax measure for transportation on the ballot, but has not achieved the supermajority voter threshold of 2/3 necessary for passage.

On December 14, 2005, the Solano Transportation Improvement Authority (STIA) Board unanimously approved the initiation of the County Transportation Expenditure Plan in preparation for placement of a local sales tax measure for transportation on the ballot for either June or November of 2006.

On January 11, 2006, the STIA Board unanimously approved the release of a draft expenditure plan for public review and input and titled the new plan, "Traffic Relief and Safety Plan for Solano County." The Plan reflects input provided at a multitude of public input meetings and the emphasis being placed on relieving traffic congestion and provided improved travel safety throughout Solano County as part of the development of this Expenditure Plan.

Discussion:

On February 1, 2006, at a special meeting, the STIA Board unanimously approved the adoption of the "Traffic Relief and Safety Plan for Solano County", the proposed County Transportation Expenditure Plan to guide the expenditures for an estimated \$1.57 billion in revenues expected to be generated by a proposed 30 year, ½ cent sales tax for transportation. A copy of the "Traffic Relief and Safety Plan for Solano County" is attached.

PROCESS FOR PLACEMENT OF PLAN ON BALLOT

In order for both the "Traffic Relief and Safety Plan for Solano County" and sales tax ordinance to be placed on the ballot for the June 6, 2006, election, the following approval process is statutorily required to occur:

1.	Approval of the Plan by the STIA Board	February 1, 2006	
2.	Approval of the Plan by the Board of Supervisors Approved by the Board of Supervisors (3 ayes and 2 nays)	February 7, 2006	
3.	Approval of the Plan by a majority of the cities representing a majority of the incorporated population	February 7-21, 2006	
	City of Vallejo		Approved on 2/7/06 (7 ayes and 0 nays)
	City of Dixon		Approved on 2/14/06 (4 ayes and 1 nay)
	City of Vacaville		Approved on 2/14/06 (4 ayes and 1 abstention)
	City of Rio Vista		Scheduled for 2/16/06
	City of Benicia		Scheduled for 2/21/06
	City of Fairfield		Scheduled for 2/21/06
	City of Suisun City		Scheduled for 2/21/06
4.	Certification and final approval of the Plan by the STIA	February 22, 2006	
5.	Approval of the Sales Tax Ordinance by the STIA Board	February 22, 2006	
6.	Placement of the Sales Tax Ordinance on the ballot by the Board of Supervisors	February 28, 2006	
7.	Statutory deadline for placement on the ballot for June 2006 election	March 10, 2006	

PUBLIC INFORMATION

At the STA meeting of February 8, 2006, the Board authorized staff to retain consultant services to produce updated fact sheets and two countywide mailers describing the “Traffic Relief and Safety Plan for Solano County.”

Recommendation:

Informational.

Attachment:

“Traffic Relief and Safety Plan for Solano County” County Transportation Expenditure Plan – Approved by STIA Board on February 1, 2006



“Traffic Relief and Safety Plan for Solano County”

County Transportation Expenditure Plan

Adopted by the Solano Transportation
Improvement Authority on

February 1, 2006

TABLE OF CONTENTS

Solano Transportation Improvement Authority's Expenditure Plan: "Traffic Relief and Safety Plan for Solano County"

I. Executive Summary

- A. Why the Expenditure Plan was Developed
- B. How the Plan was Developed
- C. What Specifically is in the Plan

II. "Traffic Relief and Safety Plan for Solano County"

- A. Highway Corridor Improvements and Safety Projects
 - 1. I-80/I-680/SR 12 Interchange
 - 2. I-80/I-680/I-780 Corridor Improvements and Safety
 - 3. SR 12 Corridor Improvements and Safety (Jameson Canyon and SR 12 East (I-80 to Rio Vista))
 - 4. SR 113 Corridor Improvements and Safety (I-80 to SR 12)
- B. Maintenance and Repair of Local Streets and Roads
- C. Senior and Disabled Transit
- D. Commuter Transit
 - 1. New Commuter Rail Service (Solano County to Bay Area and Sacramento with connections to Benicia, Dixon, Fairfield/Vacaville, and Suisun City)
 - 2. Expanded Express Bus Service on I-80/I-680/I-780 and SR 12 Corridors (with connections to all Solano County Cities)
 - 3. Expanded Vallejo Baylink Ferry Service
- E. Safety Projects and Safe Routes to Schools
- F. Local Return-to-Source Projects

III. STIA Governing Board and Organizational Structure

IV. Taxpayers' Safeguards

- A. Independent Taxpayers' Watchdog Committee
- B. Administrative Functions and Expenses
- C. Annual Budget/Financial Projections
- D. Annual Audit
- E. Voter Approval of Amendments to the Plan

Appendixes

- A. "Traffic Relief and Safety Plan for Solano County," STIA's Expenditure Plan Allocation by Percentage/Project Funding
- B. Traffic Relief and Safety Plan Fact Sheets

Solano Transportation Improvement Authority Traffic Relief and Safety Plan

I. Executive Summary

A. Why the Expenditure Plan was Developed

The “Traffic Relief and Safety Plan for Solano County” is an Expenditure Plan that will guide the expenditure estimated to be \$1.57 billion in county transportation funds generated through a half-cent transportation sales tax over the next 30 years, if approved by Solano County voters on June 6, 2006. This Plan was developed to address Solano County’s most immediate traffic relief and safety needs and to help improve and implement a countywide transportation system to support our quality of life and economic vitality now and in the future.

The total net revenue generated from the sales tax for this 30-year Expenditure Plan is estimated to be \$1.57 billion. This amount will nearly double the projected transportation funds available for Solano County’s projects and programs over the next 30 years from existing transportation funding sources. In addition, it will help close the estimated funding shortfalls for transportation currently estimated to be about \$3.8 billion. This local transportation funding source will attract significant increases in regional, state and federal matching funds for the priority projects identified in the Plan.

B. How the Plan was Developed

The “Traffic Relief and Safety Plan for Solano County” was developed with extensive public input. Building on the framework and needs assessments identified by the Solano Transportation Authority (STA) in its Comprehensive Transportation Plan 2030, a total of 11 community meetings were held throughout Solano County during 2005 and 2006 (at least one or two meetings in each city). A 62-member Citizens Advisory Committee (CAC) representing diverse interest groups, solicited public input at four meetings during June and July of 2005 and January of 2006. Based on this extensive public participation, comments and recommendations were provided to the Solano Transportation Improvement Authority (STIA) Board and staff prior to and during the Plan’s development. Representatives from business, seniors, the disabled, education, the environment, trade unions, transit, engineering, and public safety served on the CAC. Additional input was sought from civic groups and the cities and County of Solano to ensure the diverse transportation needs of Solano County would be served by this Plan.

C. What Specifically is in the Plan

The "Traffic Relief and Safety Plan for Solano County" funds the major priority projects identified by the public throughout Solano County and its seven cities. The plan provides critical local matching funds for the I-80/I-680/State Route (SR) 12 Interchange and the I-80/I-680/I-780, SR 12 and SR 113 Corridors. It provides funds directly to Solano County's seven cities and the County to maintain our local streets and roads and fund critical local safety and transportation improvements. The Plan funds an expansion of special transportation services for seniors and persons with disabilities. It provides capital and operating funds for commuter transit by funding commuter rail to the Bay Area and Sacramento, Expanded Express Bus Service on the I-80/I-680/I-780/SR 12 Corridors and the Expanded Vallejo Baylink Ferry Service.

Funding allocation percentages (%) and estimated funding for each of the Plan's specific program categories and projects are listed in Appendix A.

II. “Traffic Relief and Safety Plan for Solano County”

The Solano Transportation Improvement Authority’s Expenditure Plan will guide the expenditure of an estimated \$1.57 billion in county transportation funds generated through a half-cent sales tax over the next 30 years, if approved by Solano County voters on June 6, 2006. The Plan is divided into six major program categories – Highway Corridor Improvements and Safety Projects, Maintenance and Repair of Local Streets and Roads, Senior and Disabled Transit, Commuter Transit, Safety Projects and Safe Routes to Schools, and Local Return-to-Source Projects.

A. Highway Corridor Improvements and Safety Projects: 40% (\$625 million)

The Highway Corridor Improvements and Safety Projects Program is comprised of four specific areas of highway projects: 1.) the I-80/I-680/SR 12 Interchange, 2.) the I-80/I-680/I-780 Corridor Improvements and Safety, 3.) the SR 12 Corridor Improvements and Safety (Jameson Canyon and SR 12 East (I-80 to Rio Vista)), and 4.) SR 113 Corridor Improvements and Safety (I-80 to SR 12).

1. I-80/I-680/SR 12 Interchange

This project will provide congestion relief, operational enhancements, and safety improvements for the I-80/I-680/SR 12 Interchange as defined by the I-80/I-680/I-780 Major Investment and Corridor Study approved by the STA. The project will rebuild the interchange to improve connections between I-80, I-680 and SR 12.

2. I-80/I-680/I-780 Corridor Improvements and Safety

This project will provide congestion relief, operational enhancements, and safety improvements for the I-80 Corridor from the Al Zampa Memorial (Carquinez) Bridge in Vallejo to the Yolo County line east of Dixon, on I-680 from the Benicia-Martinez Bridge in Benicia to the I-80/I-680/SR 12 Interchange in Fairfield and I-780 from the Benicia-Martinez Bridge to I-80 in Vallejo. Eligible projects for this funding have been defined by a prioritized list of mid- and long-term improvements included in the I-80/I-680/I-780 Major Investment and Corridor Study approved by the STA. Improvements include, but are not limited to operational and safety improvements, ramp improvements, travel and auxiliary lanes, new and expanded park and ride lots, High Occupancy Vehicle (HOV) lanes, and direct entrances and improved access connections to major freeways.

3. SR 12 Corridor Improvements and Safety (Jameson Canyon and SR 12 East (I-80 to Rio Vista))

This project will provide congestion relief, operational enhancements and safety improvements on the SR 12 Corridor from the Napa County Line to the Helen Madere (Rio Vista) Bridge. Eligible projects include, but are not limited to widening, operational and safety improvements on SR 12 West (Jameson Canyon) and operational, safety and congestion relief projects on SR 12 East from Fairfield and Suisun City to Rio Vista as identified in the SR 12 Major Investment Study approved by the STA.

4. SR 113 Corridor Improvements and Safety (I-80 to SR 12)

Based on recommendations of a SR 113 Major Investment and Corridor Study, this project will provide operational enhancements and safety improvements on the SR 113 Corridor from I-80 to SR 12. Eligible projects include, but are not limited to shoulder widening, improved turning radii, intersection improvements and other operational and safety improvements to be determined based on a major investment and corridor study to be conducted by the STA.

B. Maintenance and Repair of Local Streets and Roads: 20% (\$315 million)

The Local Streets and Roads Program provides funds to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano to maintain and rehabilitate local streets and roads.

Each city and the County of Solano will receive an annual allocation of funds for maintenance and repair of local streets and roads based on a formula of 66.7% population and 33.3% centerline miles (2:1). The cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County of Solano will receive estimated local streets and road funds as indicated in Attachment B.

C. Senior and Disabled Transit: 7% (\$115 million)

This Program will improve transit services for seniors and disabled persons, including fare discounts for seniors and disabled, additional or expanded intercity, intercounty and local paratransit services, new vehicles, subsidized taxi services and expanded evening and weekend transit services to medical facilities, shopping and senior centers. These funds will be allocated based on the "Solano County Senior and Disabled Transit Study" developed and adopted by the STA in cooperation with the Solano County Paratransit Coordinating Council and Solano County's Transit Operators.

**D. Commuter Transit: 12%
(\$190 million)**

The Traffic Relief and Safety Plan provides funding for commuter transit to expand and improve commuter transit options serving Benicia, Fairfield, Suisun City, Vacaville and Vallejo, and to ensure new transit options are provided for the cities of Dixon and Rio Vista.

The Plan provides services for three specific commuter services: 1.) New Commuter Rail, from Solano County to the Bay Area and Sacramento, 2) Expanded Express Bus Service on the I-80/I-680/I-780 Corridors and new service on the SR 12 Corridor, and 3) Expanded Vallejo Baylink Ferry Service.

1. New Commuter Rail Service (Solano County to Bay Area and Sacramento with connections to Benicia, Dixon, Fairfield/Vacaville, and Suisun City)

This project will provide three additional peak hour commuter trains connecting the current station in Suisun City and new stations in the cities of Benicia, Dixon and Fairfield/Vacaville to the Bay Area and the San Francisco Bay Area Rapid Transit (BART) system and to Davis and Sacramento. This Project is based on the Contra Costa/Solano Rail Feasibility Study and the Oakland-Auburn Regional Rail Study. Capital funds will be allocated for the necessary trains and track improvements, and operating funds will be provided to operate this commuter service. The funds are also eligible to provide the local matching funds to secure additional state and federal funds to construct rail stations in Fairfield/Vacaville, Dixon and Benicia, provide safety improvements for transit centers and purchase right-of-way for future passenger rail service between Solano and Napa counties.

2. Expanded Express Bus Service on I-80/I-680/I-780 and SR 12 Corridors (with connections to all Solano County Cities)

This project will provide expanded commuter transit service on the I-80, I-680, and I-780 Corridors and new service on the SR 12 Corridor. These funds will provide annual operating funds for expanded transit services on major commute corridors consistent with the Transit Element of the Solano Comprehensive Transportation Plan 2030, the I-80/I-680/I-780 Transit Corridor Study and the SR 12 Transit Corridor Study adopted by the STA. Capital funds shall be used for the purchase of additional buses to relieve traffic congestion in Solano County and provide for local matching funds to complete intermodal stations, maintenance facilities and provide safety improvements for transit facilities along the I-80/I-680/I-780/SR 12 Corridors in Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo as determined by the STA. Transit and ridesharing incentives are also eligible activities under this category.

Expanded Vallejo Baylink Ferry Service

This project will expand the Vallejo Baylink Ferry Service that relieves congestion and provides an expanded commuter transit option on the I-80 Corridor between Solano County and the Bay Area. This program provides for the purchase and operation of one additional ferry to relieve traffic congestion in Solano County and allows the option to extend service to Benicia. Funds may also be allocated for operating costs for the ferry maintenance facility and to match state and federal funding to complete the Vallejo Ferry Intermodal Station project. Eligible projects must be consistent with the Short Range Transit Plan adopted by the City of Vallejo and the Transit Element of the Solano Comprehensive Transportation Plan 2030 adopted by the STA.

E. Safety Projects and Safe Routes to Schools: 10% (\$155 million)

Local safety projects will be funded from this Program. Eligible projects include:

- Improving safe routes to schools
- Signage, traffic lights, road and intersection safety improvements
- Railroad grade separations
- Emergency repairs, protection and mitigation for transportation facilities caused by natural or man-made disasters such as flooding, earthquakes and acts of terrorism
- Improving key bottlenecks for emergency vehicles driving during peak commute hours
- Improving safe routes to transit adjacent to major transit stations

Local safety projects will be based on safety projects in the Solano County Traffic Safety Study approved by the STA and based on the new Safe Routes to Schools Program currently being developed by the STA in partnership with Solano County schools and local communities.

F. Local Return-to-Source Projects: 10 % (\$155 million)

The cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano will receive, through a fair share population formula, significant new funds for local transportation projects to provide safety improvements, fix local interchanges, expand transit services and provide downtown and local improvements. Eligible projects include:

- Additional local road rehabilitation
- Improving local interchanges
- Additional local safety projects
- Pedestrian improvements for downtowns
- Expanded local transit service
- Local transit centers
- Other local priority transportation projects and facilities

The Local Return-to-Source projects will be determined by each local community, through a public process, based on each city's local transportation priorities and needs. Projects funded under this category will be encouraged to follow the goals, objectives and policies contained in the STA's Transportation for Livable Communities (TLC) Plan and Program. These funds can also be used as a local match for the Countywide TLC, Bicycle and Pedestrian Programs as funded by STA.

III. STIA Governing Board and Organizational Structure

The Solano County Board of Supervisors voted to form the Solano Transportation Improvement Authority (STIA) on February 3, 2004 under sections 180000 et seq. of the California Public Utilities Code. The STIA was created to develop the expenditure plan for this proposed half cent sales tax for transportation and to administer the sales tax program if approved by 66.7% of Solano County's voters.

The STIA Board is composed of eight (8) members, one each from the Solano County Board of Supervisors and the City Councils of the seven cities within Solano County. Each appointing member also appoints an alternate to represent the member jurisdiction when the member is absent.

The STIA has designated an Executive Director, Clerk of the Board and Legal Counsel. It has also formed a four member Local Funding Subcommittee with the specified purpose of examining and recommending short- and long-term revenue options to fund a range of priority transportation projects in Solano County, and designated a Technical Advisory Committee consisting of the Public Works Directors for each of the seven cities in Solano County and the County of Solano to provide technical and engineering review of projects contained in the Expenditure Plan.

IV. Taxpayers' Safeguards

A. Independent Taxpayers' Watchdog Committee

On May 12, 2004, the STIA Board approved the formation of an Independent Taxpayer's Watchdog Committee to provide external evaluation of the expenditures of the sales tax for the various transportation projects to be undertaken with those public funds. The Committee will consist of 11 members to audit and monitor all voter-approved taxpayer funds and mandates. One member will be appointed by the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and by the Board of Supervisors. Committee members are encouraged to appoint individuals from the disciplines of finance, business, accounting, engineering, planning, other transportation related fields, or residents. Each member must be a resident residing in the jurisdiction of the appointing agency. Then, in order to provide an odd number of committee members and sufficient independent oversight, the STIA Board will appoint three other members, from the disciplines of finance, business, accounting, engineering, transportation planning, other transportation related fields, or residents who have demonstrated an active interest in transportation.

The Committee terms will be for four years, the terms are to be staggered, and members could serve up to two terms. Each member of the committee cannot be a member of the STIA Board or an elected official and must be a resident of Solano County.

The functions of the Committee will include:

Annual Audit and Specific Project Review: To review and comment to the STIA Board on the annual audit, review revenues and expenditures, and review the delivery and costs of projects funded under the Expenditure Plan.

Recommendations on Funding Mechanisms: To make recommendations on funding methodologies and the revenue mix for projects under the Expenditure Plan.

Plan Amendment Review: To review and, when deemed necessary by the Committee, to comment to the STIA Board on proposed amendments to the Expenditure Plan.

Voter Approval of Major Plan Amendments: To review and comment on any major changes proposed to the plan and to be submitted for approval by the voters.

B. Administrative Functions and Expenses

The cost of the annual administration, financial and legal functions of the STIA are limited by state statutes to one percent (1%) of the annual revenues provided by the ordinance. These limited revenues will be used for the total estimated expenditures for administrative, financial and legal services necessary to administer the Plan.

C. Annual Budget/Financial Projections

The STIA will prepare an annual budget identifying the total expenditures for administration of the program. Sales tax proceeds may only be used to pay for projects and programs in the Expenditure Plan. The duration of the tax will be 30 years from the initial year of collection, which will begin October 1, 2006, if approved by Solano County voters. The measure will terminate/expire on September 30, 2036.

Allocations for all programs and projects shall be made annually by percentage shares in accordance with the Expenditure Plan. To the extent that funds are advanced for programs or projects prior to the year in which annual percentage allocation is made, any financing cost such as interest shall be borne by the program category for which funds are advanced.

D. Annual Audit

The STIA will conduct an annual fiscal and performance audit of all activities funded with local transportation sales tax monies to assure compliance with the voter-approved Ordinance and Expenditure Plan. The audit will cover all recipients of transportation sales tax funds including evaluating compliance with maintenance of effort requirements. The audit will also identify expenditures made for each project from the prior audit and will include the accumulated expenses and revenues for ongoing, multi-year projects.

E. Voter Approval of Amendments to the Plan

The Expenditure Plan may be updated to ensure that projects and programs meet changing local transportation needs as well as technological and demographic changes. To ensure projects approved by Solano County voters are constructed, formal amendments to the Expenditure Plan shall be made only in accordance with the procedures and requirements as specified in the implementing Ordinance. This shall include a full review and update of the plan every ten years and a requirement that any major amendment to the Expenditure Plan, defined as a 5% amendment to any specific program category, shall require a review of the Independent Taxpayers' Watchdog Committee and approval by Solano County voters.

Appendix A

**“Traffic Relief and Safety Plan for
Solano County”**

**STIA’s Expenditure Plan Allocation
by Percentage/Project Funding**



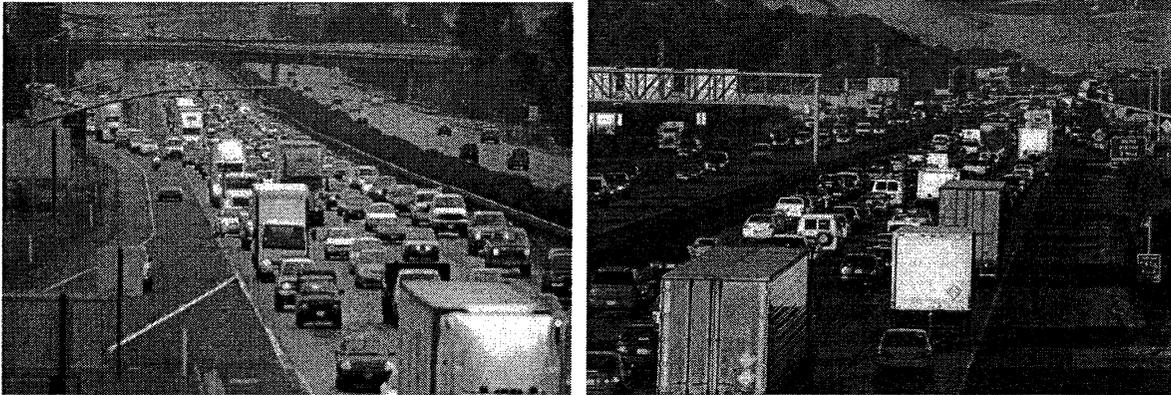
Traffic Relief and Safety Plan for Solano County February 1, 2006

PROGRAM NAME	PROJECT COST	UNFUNDED NEED	ESTIMATED FUNDING	%
A. Highway Corridor Improvements and Safety Projects <ul style="list-style-type: none"> • I-80/I-680/SR 12 Interchange • I-80/I-680/I-780 Corridor Improvements and Safety • SR 12 Corridor Improvements and Safety (Jameson Canyon and SR 12 East (I-80 to Rio Vista)) • SR 113 Corridor Improvements and Safety (I-80 to SR 12) 	\$2,281M to \$2,646M	\$2,053M to \$2,418M	\$625M	40%
	◇ \$885M to \$1,200M	◇ \$739M to \$1,054M		
	◇ \$1,076M	◇ \$1,076M		
	◇ \$295M	◇ \$213M		
	◇ \$25M to \$75M	◇ \$25M to \$75M		
B. Maintenance and Repair of Local Streets and Roads	\$962.5M	\$604.7M	\$315M	20%
C. Senior and Disabled Transit	\$115M - \$129.2M	\$115M - \$129.2M	\$115M	7%
	◇ \$17M Capital	◇ \$17M Capital		
	◇ \$98M-\$112.2M Operating	◇ \$98M-\$112.2M Operating		
D. Commuter Transit <ul style="list-style-type: none"> • New Commuter Rail Service (Solano County to Bay Area and Sacramento with connections to Benicia, Dixon, Fairfield/Vacaville, and Suisun City) • Expanded Express Bus Service on I-80/I-680/I-780 and SR 12 Corridors (with connections to all Solano County Cities) • Expanded Vallejo Baylink Ferry Service 	\$659M	\$425M	\$190M	12%
	◇ \$258M (\$183M Capital \$75M Operating)	◇ \$210M (\$135M Capital \$75M Operating)		
	◇ \$270M (\$90M Capital \$180M Operating)	◇ \$165M (\$65M Capital \$100M Operating)		
	◇ \$131M (\$32M Capital \$99M Operating)	◇ \$50M (\$10M Capital \$40M Operating)		
E. Safety Projects and Safe Routes to Schools	\$155M - \$250M	\$155M - \$250M	\$155M	10%
F. Local Return-to-Source Projects	\$155M - \$250M	\$155M - \$250M	\$155M	10%
G. STIA Admin/Finance			\$15M	1%
Total Estimated Revenues Available			\$1,570M	100%

Appendix B

**Traffic Relief and Safety Plan
Fact Sheets**

Highway Corridor Improvements and Safety Projects: 40% (\$625 million)



Project: I-80/I-680/SR 12 Interchange

Location: I-80 between I-680 and SR 12

Description: This project will rebuild the I-80/680/12 Interchange to relieve congestion by adding travel lanes, adding High Occupancy Vehicle (HOV) lanes, improving connections between I-80 and I-680 and I-80 and SR 12 West and East, separating truck traffic from other traffic with braided ramps, and providing alternate routes for local traffic (collector-distributor roads and the North Connector). This project will provide the required local matching funds necessary for completion of the interchange project in combination with other regional, state and federal funds.

Total Cost: \$885 - \$1,200 million

Unfunded Need: \$739 - \$1,054 million



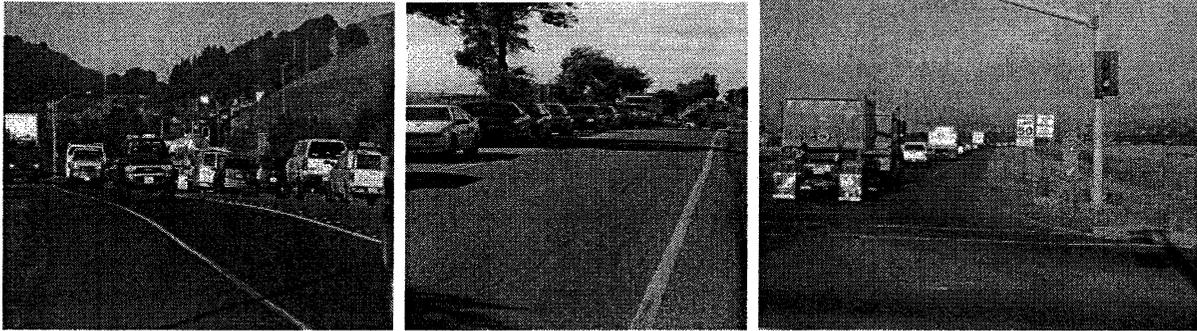
Project: I-80/I-680/I-780 Corridor Improvements and Safety

Location: I-80, I-680 and I-780 Corridors in Solano County

Description: Projects to relieve congestion, improve traffic flow and safety through Solano County were identified in the I-80/I-680/I-780 Major Investment and Corridor Study. Eligible projects for this funding have been defined by a prioritized list of mid- and long-term improvements included in the I-80/I-680/I-780 Major Investment and Corridor Study approved by the STA. Project improvements include, but are not limited to, operational and safety improvements, ramp improvements, new and expanded park and ride lots, travel and auxiliary lanes, High Occupancy Vehicle (HOV) lanes, and direct entrances and improved access connections to major freeways. This project will provide the local matching funds necessary to complete the projects necessary to relieve major bottlenecks on I-80 and I-680, construct HOV lanes on I-80 from the Carquinez Bridge to I-505 in Vacaville and construct park and ride lots and intermodal stations along the I-80/680/780 corridors.

Total Cost: \$1,076 million

Unfunded Need: \$1,076 million



Project: SR 12 Corridor Improvements and Safety

Location: SR 12 (West) Jameson Canyon: I-80 to Solano/Napa County Line
SR 12 (East): Helen Madere (Rio Vista) Bridge to I-80

Description: Projects on SR 12 will provide congestion relief, operational enhancements and safety improvements on two segments of the SR 12 Corridor from the Napa County Line to I-80, and I-80 to the Helen Madere (Rio Vista) Bridge. Eligible projects may include but are not limited to widening from 2 to 4 lanes, operational and safety improvements on SR 12 Jameson Canyon (I-80 to Solano/Napa County Line) and the operational, safety and congestion projects on SR 12 East as identified in the SR 12 Major Investment Study approved by the Solano Transportation Authority. Environmental and detailed implementation plans will be completed for each project. This project will provide the local matching funds necessary to construct operational, safety and congestion relief improvements for SR 12 Jameson Canyon and safety, operational and congestion relief improvements for SR 12 East.

Total Cost: \$295 million

Unfunded Need: \$213 million

**Project: SR 113 Corridor Improvements and Safety****Location:** SR 113 from I-80 to SR 12**Description:** Based on the recommendations of a SR 113 Major Investment and Corridor Study to be conducted by the STA, this project will provide operational enhancements and safety improvements on the SR 113 Corridor from I-80 to SR 12. Eligible projects include shoulder widening, improved turning radii, intersection improvements, and other operational and safety improvements to be determined by the Major Investment and Corridor Study.**Total Cost:** \$25 - \$75 million**Unfunded Need:** \$25 - \$75 million

Maintenance and Repair of Local Streets and Roads Program: 20% (\$315 million)



Location: Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo and County of Solano

Description: Each city and the County of Solano will receive an annual allocation for the maintenance and repair of local streets and roads based on a formula of 66.7% population and 33.3% centerline miles (2:1). The seven cities and County of Solano will annually receive an allocation of these funds with the total amount for each agency, over 30 years, estimated below.

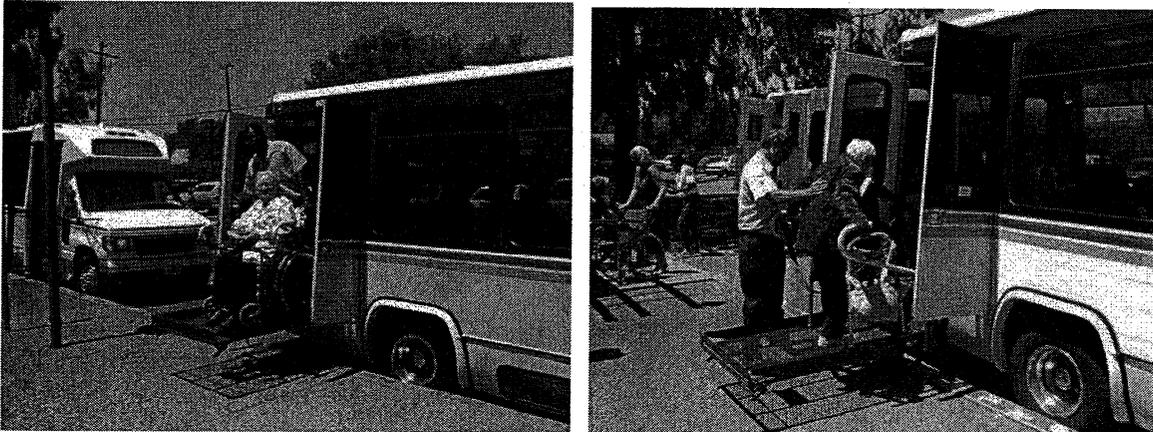
Total Cost: \$962.5 million

Unfunded Need: \$604.7 million

Estimated Allocation by City/County:

Benicia	\$ 19.4 million
Dixon	\$ 11.9 million
Fairfield	\$ 69.8 million
Rio Vista	\$ 5.1million
Suisun City	\$ 17.7 million
Vacaville	\$ 64.2 million
Vallejo	\$ 78.1 million
Solano County	\$ 47.8 million
<u>TOTAL</u>	<u>\$315.0 million (rounded)</u>

Senior and Disabled Transit: 7% (\$115 million)



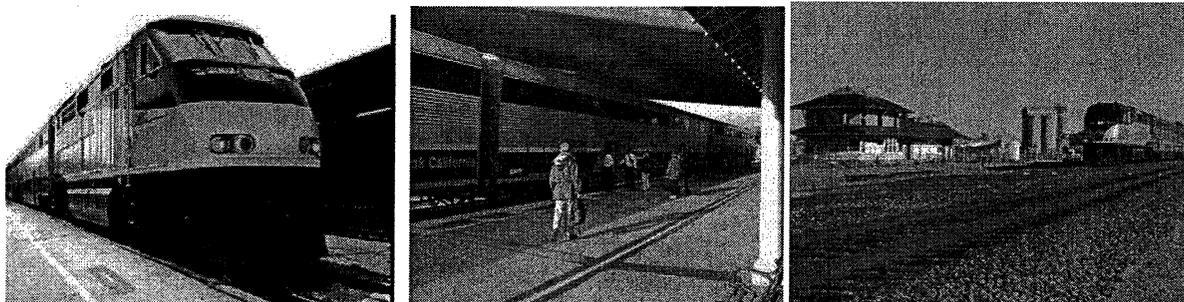
Location: Countywide and within each city

Description: Based on the "Solano County Senior and Disabled Transit Study" adopted by the STA, this Program addresses the mobility needs of the large and growing senior and disabled population in Solano County projected over the next 30 years. The Program includes various short, medium, and long-term implementation strategies to improve transit service for senior and disabled persons, including fare discounts on transit, additional or expanded intercity, inter-county and local paratransit services, new vehicles, subsidized taxi services and expanded evening and weekend services to medical facilities, shopping and senior centers.

Total Cost: \$115 - \$129.2 million

Unfunded Need: \$115 - \$129.2 million

Commuter Transit: 12% (\$190 million)

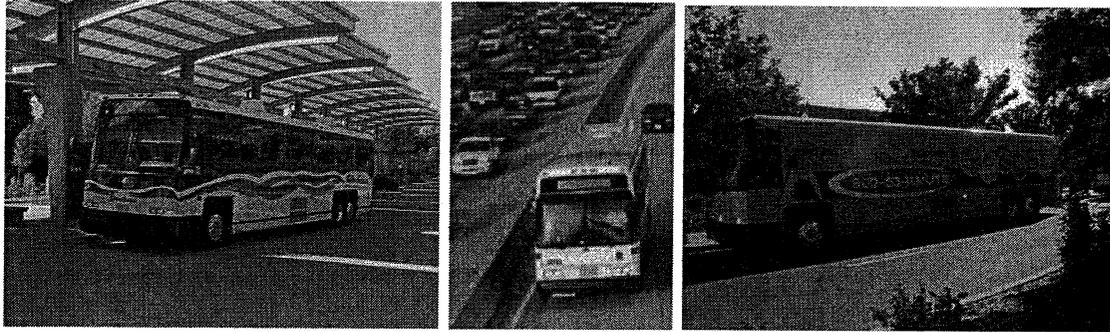


Project: **New Commuter Rail Service
(Solano County to Bay Area and Sacramento with
connections to Benicia, Dixon, Fairfield/Vacaville,
Suisun City)**

Location: Sacramento - Davis - Dixon - Fairfield/Vacaville - Suisun City – Benicia
-Richmond BART - Oakland

Description: This Project will provide three additional peak hour commuter trains (integrated with the four existing peak hour Capitol Corridor intercity trains) connecting to the San Francisco Bay Area Rapid Transit (BART) system in Contra Costa and Oakland, and to Sacramento from new rail stations in Benicia, Dixon and Fairfield/Vacaville and the existing station in Suisun City. The service is based on the Contra Costa/Solano Rail Feasibility Study and the Oakland-Sacramento-Auburn Regional Rail Study. Funds will be allocated for the necessary trains, track improvements, and operating funds to operate this commuter service. The funds are also eligible to provide the local matching funds to secure additional state and federal funds to construct rail stations in Fairfield/Vacaville, Benicia and Dixon and to purchase right-of-way for future long-range passenger rail service between Solano and Napa counties.

Total Cost: \$258 million
Unfunded Need: \$210 million

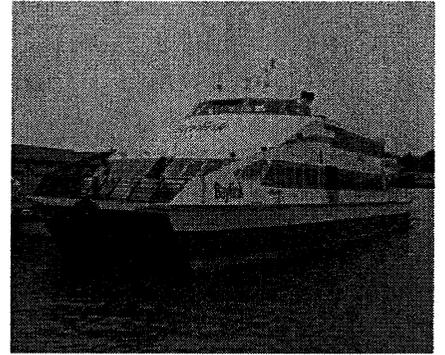
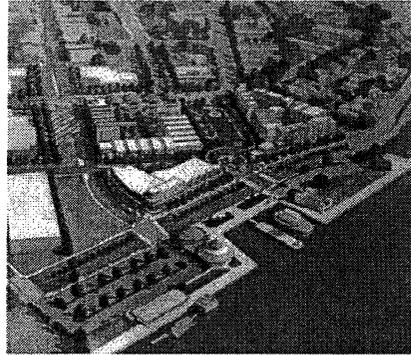


Project: Expanded Express Bus Service on I-80/I-680/I-780 and SR 12 Corridors (with connections to all Solano County Cities)

Location: Countywide

Description: This program will provide expanded commuter transit service on the I-80, I-680, I-780 and SR 12 corridors. The funds will provide annual operating revenues for transit services on major commute corridors and be consistent with the Transit Element of the Comprehensive Transportation Plan 2030, I-80/I-680/I-780 Transit Corridor Study and the SR 12 Transit Corridor Study adopted by the STA. The capital funds will be used for the purchase and operation of additional vehicles to relieve traffic congestion in Solano County and provide for local matching funds to complete intermodal stations and maintenance facilities along the I-80/I-680/I-780/SR 12 Corridors in Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, as determined by the STA. Transit and carpool/vanpool, incentives and information to encourage more use of transit and ridesharing would also be eligible activities.

Total Cost: \$270 million
Unfunded Need: \$165 million



Project: Expanded Vallejo Baylink Ferry Service

Location: Vallejo (with optional Benicia stop)

This program will expand the Vallejo Baylink Ferry Service that provides daily service from Vallejo to San Francisco. Funds will be allocated for the capital and operational costs for one additional Ferry and the ferry maintenance facility. Eligible projects must be consistent with the Short Range Transit Plan adopted by the City of Vallejo and the Transit Element of the Comprehensive Transportation Plan adopted by the STA. A Baylink ferry stop in Benicia and the cost of extended service would also be eligible.

Total Cost: \$131 million
Unfunded Need: \$50 million

Safety Projects and Safe Routes to Schools: 10% (\$155 million)



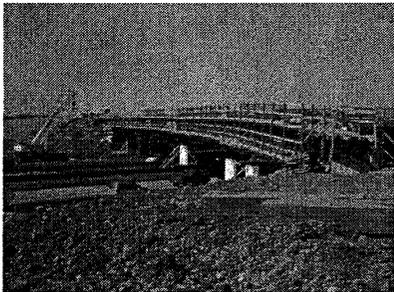
Location: Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo and County of Solano

Description: Critical local safety projects will be funded from this program. Eligible projects may include, but are not limited, to improved safety for walking and bike routes to schools and transit, improved crosswalks, traffic lights, roadway and intersection improvements, railroad crossings, improved transit security and fixing key bottlenecks for emergency vehicles during peak commute times. Specific safety projects are identified in the Solano County Traffic Safety Study approved by the STA. Emergency repairs of transportation infrastructure and facilities damaged by a natural or man-made disaster are also eligible under this category.

Total Cost: \$155 – \$250 million

Unfunded Need: \$155 – \$250 million

Local Return-to-Source Projects: 10% (\$155 million)



Location: Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo and County of Solano

Description: Each city and the County of Solano will receive, through a population fair share formula, funds for critical local transportation projects such as but are not limited to:

- Additional local road rehabilitation
- Improving local interchanges
- Additional local safety projects
- Pedestrian improvements for downtowns
- Expanded local transit service
- Local transit centers
- Other local priority transportation projects and facilities

Total Cost: \$155 – \$250 million

Unfunded Need: \$155 – \$250 million

Allocation by City/County:

Benicia	\$ 8.4 million	
Dixon	\$ 7.4 million	
Fairfield	\$ 40.2 million	
Rio Vista	\$ 5.2million	
Suisun City	\$ 10.4 million	
Vacaville	\$ 34.3 million	
Vallejo	\$ 47.0 million	
Solano County	\$ 4.1 million	
TOTAL	\$155.0 million	(rounded)



DATE: February 10, 2006
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: STA Priority Projects/Overall Work Plan for FY 2006-07 and FY 2007-08

Background:

Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board adopted its priority projects for FY 2002-03 and FY 2003-04 consistent with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year work plan. The current STA Overall Work Plan (OWP) for FY 2005-06 and FY 2006-07 includes a list of 42 priority projects. Of the 42 projects, 39 were identified as being funded as part of the adoption of the FY 2005-06 and FY 2006-07 budgets.

Discussion:

At the January 25, 2006 TAC, STA provided the Draft STA Overall Work Plan for FY 2006-07 and FY 2007-08. Subsequently, comments were received from two members of the TAC. These comments have been incorporated into the Draft STA Overall Work Plan for FY 2006-07 and FY 2007-08 which is provided in Attachment A.

Pending adoption of this Overall Work Plan by the TAC and Consortium on March 29, 2006, it will be forwarded to the STA Board on April 12, 2006 for adoption.

Following discussion and approval of the updated Overall Work Plan by the STA Board, staff will evaluate the fund sources and resources available to the STA and develop a comprehensive plan to fund the STA Board's priority projects over the next two years. This funding of the Overall Work Plan will be agendized as part of the STA's adoption of its FY 2006-07 and FY 2007-08 budgets scheduled for June 2006.

Recommendation:

Informational.

Attachment:

- A. STA's Draft Overall Work Program (Priority Projects) for FY 2006-07 and FY 2007-08

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
1.	<p>L-80/680/SR 12 Interchange A. Interchange EIR/EIS B. Cordelia Truck Scales Design C. Breakout Logical Components Status: Environmental studies are underway. Anticipate Public Meeting in Spring 2006. Estimated Completion Date (ECD) Environmental Document 2008</p>	STA	<p>TCRP \$100M RM2 \$12M TCRP \$17.4M Fed Demo \$16.4M STIP Current Shortfall in funding \$702M to \$1B</p>	X	X	X	\$8.1M for EIR/EIS \$0.885 to 1.2B (Capital Cost)	Projects Janet Adams
2.	<p>North Connector Status: Environmental Document to be completed Winter 2006-07. STA proceeding with Designer procurement. Coop w/ City of Fairfield, and County is being developed. ECD Environmental Document: Winter 2006-07 ECD Design: Summer 2007</p>	STA	<p>TCRP (environmental) \$ 21.3M RM2 (STA/County) East Section \$ 28.933-\$M (City of Fairfield) Central Section (including Segment 3 which is funded by RM2) \$31.4M (TBD) West Section (TBD)</p>	X	X	X	\$2.7M EIR/EA \$8681.6M (Capital Cost)	Projects Janet Adams
3.	<p>SR 12 West-Truck Climbing Lane Project (Phase I) Status: The project is in the 2004 SHOPP and is currently in design. Construction is scheduled to start in 2007 depending on the availability of SHOPP funds. ECD Construction: 2008</p>	Caltrans	<p>SHOPP (2004)</p>	X	X	X	\$7.4M	Projects Nick Endrawos - PM (Caltrans)

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
4.	<p>I-80 HOV Projects</p> <p>A. SR-12 W/Red Top to Air Base Parkway – This HOV Lane is included as part of the I-80/I-680/SR 12 Interchange Project. Construction is programmed with RM2 funds. ECD Environmental Document: 2007</p> <p>B. WB I-80 Carquinez Bridge to SR 29 – This project has a PSR expected to be completed by Caltrans early 2006, funding to be pursued from RM2 project on I-80 in Contra Costa County.</p> <p>C. I-80 HOV /Turner Parkway Overcrossing. STA Lead for PSR.</p> <p>D. Air Base Parkway to I-505 – This project is Long-Term project #25 and is currently unfunded. STA has placed the project PSR on the priority list, pending funding for PSR.</p>	STA	TCRP (environmental) RM2 (Capital Cost) Potential RM2 form adjacent Project in Contra Costa County PSR Funded by Fed Demo Unfunded PSR and Capital	X	X	X	\$78M (Capital Cost) \$20M \$111M (Capital Cost)	Projects Janet Adams



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2005-06 / FY 2006-07 / FY 2007-08
 Last Updated: 2/13/2006 13:29:06

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
5.	<p>Jepson Parkway Project A. EIS/EIR on-going Status: STA will work toward completing the Draft Envir Document, going through environmental consultation w/ Resource Agencies and updating Funding Plan. B. Walters Road Widening (completed) C. Leisure Town Interchange - (Underway - to be completed Summer 2006) D. Walters Rd./East Tabor to Air Base Parkway E. Vanden Road Widening F. Walters Road Extension Leisure Town Road (Vacaville)</p>	<p>STA Suisun City Vacaville City of Fairfield County of Solano City of Fairfield</p>	<p>STIP Fed Demo Local STIP</p>	X	X	X	\$144 M	Projects Janet Adams
6.	<p>Travis Air Force Base Access Improvement Plan (North & South Gates) Status: STA lead working County and City of Fairfield/Suisun City to develop Plan.</p>	<p>STA County Fairfield</p>	<p>County Federal Earmark</p>	X	X			Projects Janet Adams
7.	<p>I-80 Red Top Slide Project Status: North side completed February 2005. South side \$6.5M, construction expected to begin mid 2006. ECD: 2007</p>	<p>Caltrans</p>	<p>SHOPP</p>	X	X		<p>\$10M North side \$6.5M South side</p>	Projects Janet Adams Caltrans



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2005-06 / FY 2006-07 / FY 2007-08
 Last Updated: 2/13/2006 2:13:20 PM

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
8.	<p><u>Project Study Reports (PSR's)</u></p> <p>A. SR 12 at Church Road Status: STA lead, RFP early 2006</p> <p>B. I-80 HOV Lanes/Turner OC Status: STA lead, RFP early 2006</p> <p>C. STA Lead, Coop to be developed City/County/STA I-80 EB Aux Lanes Travis Blvd. to Air Base Pkwy Status: STA to be lead, pending funding</p> <p>D. I-80 HOV Lane Air Base to I-505 Status: STA to be lead, pending funding</p>	STA	STA PSR Funds County - Fed Earmark Unfunded Unfunded	X	X	X		Projects Janet Adams
9.	<p><u>Develop Corridor Management Policy(s)</u> This includes, but is not limited to ITS Ramp Metering, HOV Definition, and Visual Features (landscaping and aesthetic features)</p>	STA	N/A		X		N/A	Projects Janet Adams
10.	<p><u>Benicia-Martinez Bridge Project</u> Status: New Bridge to open end 2007 ECD: 2007</p>	Caltrans	RM1 RM2	X	X	X	\$1.2B	Projects Janet Adams Mo Pazooki (Caltrans)
11.	<p><u>Hwy 12 Jameson Canyon</u> Status: Coop: Caltrans has the current lead on the EIR/EIS Document. STA is initiating formal partnership between Caltrans and Napa County to move forward as the lead agency in completing this project. ECD: Pending Review with Caltrans</p>	Caltrans	TCRP (environmental) RTIP ITIP Fed Earmark	X	X		\$112M	Projects Janet Adams Nick Endrawos (Caltrans)

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
12.	Highway 12 SHOPP Projects A. Construction of SR 12 Median Barrier B. Fairfield and Suisun City (Chadbourne Rd to 1KM West of Union Creek) Summer 2006 C. Azevedo Rd to Liberty Island Rd - Shld Widening (2009/2010) D. In Rio Vista - Sacramento Bridge - Rehab Bridge (2007/2008) E. Near Suisun City Scandia Rd. to Denverton OH - Rehab Rdwy (2007/2008) F. Near Suisun City - Denverton OH to Currie Rd - Rehab Rdwy (2007/2008) G. In Fairfield, near Red Top - Truck Climbing Lane (2006/2007) H. Pursue additional minor projects	Caltrans	SHOPP	X	X	X		Projects Janet Adams
13. 7	I-80 SHOPP Projects A. Near Fairfield to American Canyon - Upgrade Median Barrier (2007/2008) B. In Vallejo - Tennessee Street to American Canyon - Rehab Rdwy (2006/2007) C. Near Vallejo - American Canyon to Green Valley Road - Rehab Rdwy (2006/2007) D. Rte 12 to Leisure Town OC - CAPM (Draft SHOPP	Caltrans	SHOPP	X	X	X		Projects Janet Adams Caltrans

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
	2009/2010 E. In Fairfield – At Rockville Rd and W Texas Street – Modify Ramp and Signals (2006/2007) F. I-80/I-505 Weave, not currently programmed District 4 re-submitted							
14.	<u>I-505 and I-680 SHOPP Projects</u> A. <u>I-680 – Benicia Br. To I-80/I-680 Interchange - Widen Shlds (Begin Construction Spring 2006)</u> B. <u>I-505 – I-505/I-80 Interchange to Yolo Co. Line – AC surfacing and Slab Replacement (Adv Summer 2006)</u>	Caltrans	SHOPP	X	X	X	\$28.8M	Projects Janet Adams Doanh Nguyen (Caltrans)
154.	<u>SR 12 Re-Alignment and Rio Vista Bridge Feasibility Study</u> Status: Rio Vista obtained Fed Earmark, STA and Rio Vista to jointly pursue Study. Study to be combined with SR 12/Church Rd. PSR. ECD: 2006	Rio Vista STA	Federal Earmark City of Rio Vista	X	X		\$360,000	Projects Janet Adams
165.	<u>Highway 37 Project</u> Mitigation site and Landscaping Status: \$ 600k Rte 37 landscape should advertise Summer 2006.	Caltrans	STIP	Fall 2006 begin landscape contract				Projects Janet Adams

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
176.	<u>Highway 113 SHOPP Project</u> In Downtown Dixon – Reconstruct SR 113 Status: Bids for contract opened in late November 2005. Construction will not begin until late May 2006, after May Fair. ECD: 2006	Caltrans	SHOPP	Construction in Summer 2006	X		\$2.5 million	Projects Janet Adams Nick Endrawos (Caltrans)
187.	<u>Union Street/Main Street Reopening Feasibility Study</u> Status: Draft is complete, STA to work with Cities and County for developing recommendation for STA Board (TLC Priority) ECD: 2006	STA	STIP-PPM	X			\$10,000	Projects Janet Adams Dan Christians
198.	<u>Monitor Delivery of Local Projects/Allocation of Funds</u> Status: ongoing activity, STA pursuing development of tracking system for these projects. ECD: Ongoing/Ongoing activity.	STA	STIP-PPM STIP-TAP STP/STIP Swap	Ongoing	X	X	NA	Projects Jennifer Fongset Sheldon



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2005-06 / FY 2006-07 / FY 2007-08
 Last Updated: 2/13/2006 2:13:20 PM 2/10/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
2049.	<p><u>Regional Measure 2 (RM 2) Implementation</u></p> <ul style="list-style-type: none"> Vallejo Station Solano Intermodal Facilities Capitol Corridor Improvements Regional Express Bus North Capital and Operating <p>Status: Funding reserves submitted</p>	<p>Vallejo STA STA STA, CCJPA MTC</p>	RM2	Ongoing			<p>\$28 million \$20 million \$100 million \$25 million \$ 16 million and \$3.4 million per year for operating (competitive)</p>	<p>Projects Janet Adams Jennifer Fongson Sam Sheldon</p>
20.	<p><u>SR 12 MIS Operational Strategy</u></p> <p>Status: The Operational Strategy will provide a list of prioritized projects based upon the MIS completed in 2004. EGD: 2005-2006</p>	STA	Gas Tax	X			\$300,000	<p>Projects Janet Adams</p>
21.	<p><u>SR 113 MIS</u></p> <p>Status FY 2006-07</p>	STA	Unfunded - Seeking State Planning Grant and STP/ CMAQ Swap	X		X	\$150,000	<p>Planning Dan Christians</p>
22.100	<p><u>SR 29 MIS</u></p> <p>Status: New project. Unfunded. Target for FY 2007-08</p>	STA	Unfunded			X		<p>Planning Dan Christians</p>



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2005-06 / FY 2006-07 / FY 2007-08
 Last Updated: 2/13/2006 2:13:24 PM 6240/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
23.	<u>Update of Countywide Traffic Safety Plan</u> A. Safe Routes to Transit B. Safe Routes to Schools C. Railroad Crossings D. Flood Protection Mitigation Status: Phase 2 Update underway. ECD: Fall 2006	STA	Gas Tax	Phase 2	X		Phase 1 - \$5,000 Phase 2 - \$50,000	Projects Jennifer Tongson
24.	<u>Congestion Management Program (CMP)</u> A. 2007 CMP B. Revisit Impact Fee Study (FY 2007-08)	STA	STP Planning	X	X			Planning Dan Christians
25.	<u>Countywide Traffic Model/GIS</u> A. Development of new model (transit) - Phase 2 (Transit) B. Maintenance of model Status: Phase 1 forecasts (traffic) completed in 2005; Phase 2 (transit) will commence in FY 2005-06 ECD: Phase 1: December 2005 Phase 2: Fall 2006	STA	STP-Planning NCTPA	RFP released for Phase 2 on 12/14/05 Ongoing	X		\$100,000 \$65,000	Planning Dan Christians
101								



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2005-06 / FY 2006-07 / FY 2007-08
 Last Updated: 2/13/2006 2:13:20 PM 62/10/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
26.	<p>Capitol Corridor Rail Station-Fairfield/Vacaville Station and Fairfield Suisun-Benicia Track Improvements Status: Station and track improvements designs underway. \$25M included in RM2. Priority for federal funding. Status: Fairfield/Vacaville Train Station approved by CCJPB on 11-16-05.</p>	Fairfield/ Vacaville STA CCJPA	RM2 ADPE-STIP ITIP Local	X	X		\$35M FF/VV Station	Planning Dan Christians
27.	<p>Commuter Rail Stations A. Dixon Status: Environmental studies and Basis of Design Report underway for Benicia Intermodal Station; Plans underway for Dixon Intermodal Station; RTIP funds expected to be moved into later years of 2004 STIP. Oakland-Sacramento Regional Rail Study is developing preliminary cost estimates for each of these stations. Further detailed feasibility analysis, track improvements and refined cost estimates will be needed for each station. B. Benicia Develop funding & implementation study., Preserve Right-of-Way for future Napa Solano Passenger Rail Study C. Preserve Right-of-Way for Future Napa Solano Passenger Rail Study</p> <p>ECD: Ongoing</p>		RTIP E. CMAQ YSAQMD Clean Air Funds RM2	X	X	X	\$20M \$20M (Preliminary estimates for required track access and platform improvements.	Planning Dan Christians

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
28.	<u>Development of STA's Transportation for Livable Communities (TLC) Program</u> Further define/implement Land Use Strategies-TLC Best Practices Plan B. New TLC guidelines - completed C. TLC Corridor Studies (i.e. North Connector, Jepson Parkway and S.R. 12 Design Concept) funding strategy D. County TLC Plan - Completed E. TLC Planning Grants F. Alternative Modes Funding Strategy under Development ECD: Ongoing	STA	Regional TLC CMAQ TE STP-Planning	X X X	X	X	\$68M (Capital Costs) \$125,000	Planning Robert Guerrero

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
29.	<p><u>Implementation of Countywide Bicycle Plan Priority Projects</u></p> <p>A. Solano Bikeway Feasibility-Phase 2 Vallejo- Hiddenbrook to Fairfield</p> <p>B. Jepson Parkway Bikeway (next phase)</p> <p>C. Benicia Bike Route: State Park/ I-780</p> <p>D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City)</p> <p>E. <u>Vacaville - Dixon Bike Route</u></p> <p>Status: Countywide Bicycle Plan and new 5-year priority list completed in June 2004 ECD: Ongoing</p>	Fairfield/ Fairfield/ Vacaville Benicia	TDA-Art 3 TLC STIP CMAQ Regional Bike/Ped. Program	X			\$5M-\$7M (Capital costs)	Planning Sam Shelton
30.	<p><u>Countywide Pedestrian Plan and Implementation Plan</u></p> <p>Status: Countywide Pedestrian Plan is completed.</p> <p>A. Union-Main Street Pedestrian Enhancement</p> <p>ECD: Ongoing</p> <p>104</p>	STA Solano County	State TEA Bay Trails TDA-ART3 Regional Bike/Ped Program RM 2 Safe Routes to Transit	X			\$3-\$5M (Capital Cost)	Planning Robert Guerrero



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2005-06 / FY 2006-07 / FY 2007-08
 Last Updated: 2/13/2006 2:13:20 PM 6/24/07/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
31.	<u>STA Marketing/Public Information Program</u> A. Website B. Materials C. Events D. Transit Marketing E. Bus Wraps Status: RFP for new marketing consultant to develop new materials. ECD: New contractor Spring 2006	STA	STAF TFCA Sponsors	X	X	X		Planning/Transit/ Rideshare Jayne Bauer Anna McLaughlin
32.	<u>Baylink Ferry Support and Operational Funds</u> A. Vallejo Station B. New Ferry C. Maintenance Facility Status: Ongoing	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP	X	X	X	\$65M \$10.8M \$0.5M	Transit/Rideshare Elizabeth Richards
33.	<u>Route 30 Management</u> A. Performance Monitoring B. Funding Agreement Update C. Marketing D. Jt. Fare Instrument Status: Ongoing	STA	STAF	X	X			Transit/Rideshare Elizabeth Richards



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2005-06 / FY 2006-07 / FY 2007-08
 Last Updated: 2/13/2006 2:13:20 062/10/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
38.	<u>Community Based Transportation Planning (CBTP)</u> A. Cordelia/Fairfield Study FY 2005-06 B. Vallejo Study- FY 2006-07 C. Dixon Completed/ Status: LIFT grant obtained and implementation underway.	STA/MTC	MTC/CBO STAF	X	X		\$30,000 \$30,000	Transit/Rideshare Elizabeth Richards
39.	<u>Lifeline Program Management</u> A. Initiate Coordination B. Call for Projects (March '06) C. Project Selection (May '06) D. Monitor Projects	STA/MTC	STAF	X	X		\$15,000	Transit/Rideshare Elizabeth Richards
40.	<u>Solano Works Plan Update & Implementation</u> A. Rio Vista LIFT Vanpool Project Administration B. Prepare projects for future funding.	STA/County	TDA LIFT TANF	X	X	X	\$100,000	Transit/Rideshare Elizabeth Richards Yolanda Dillinger
41.	<u>Solano Napa Commuter Information Program</u> A. Marketing SNCI Program B. Full Incentives Program C. Completion of Emergency Ride Home (ERH) Program D. Employer/Vanpool Program E. Campaigns	STA	MTC TFCA ECMAQ YSAQMD	X	X	X	\$500,000	Transit/Rideshare Elizabeth Richards Anna McLaughlin



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2005-06 / FY 2006-07 / FY 2007-08
 Last Updated: 2/13/2006 2:13:20 PM 2/10/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
F. Events G. Teleservices Status: Marketing, Incentives, and implement ERH ECD Jan. 2006 for ERH Program, others are ongoing programs.								
42.	<u>Abandoned and Vehicle Abatement Program</u>	STA	DMV	X	X	X	04/05 FY approx. \$350,000	Projects/Finance Susan Furtado



DATE: February 13, 2006
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Update on Implementation of Disadvantaged Business Enterprise (DBE) Program

Background:

Local agency recipients of federal funds are required to comply with all elements of Title 49, Part 26 of the CFR entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs". These provisions apply to all federal-aid funded transportation projects.

Each local agency is required to implement a DBE Program and establish an annual overall goal prior to submitting a "Request for Authorization" to proceed with a federal-aid project. Federal-aid contracts refer to U.S. Department of Transportation (DOT) assisted contracts, which includes funding from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Establishment of the overall goal is currently done by a two step process. The overall goal is segregated into race-neutral and race-conscious components. The base figure is determined by the relative availability of DBEs that are ready, willing and able to participate in the federal-aid contracting program. This base figure may then be adjusted based on a required review of agencies knowledge of the contracting market. The evidence used for this adjustment comes from disparity studies, statistical disparities or other relevant means by the local agency.

Race-neutral DBE participation is defined by the level of DBE participation that would be obtained through customary competitive procurement procedures that do not have a DBE goal or a DBE obtains a contract from a prime contractor that did not consider its DBE status in making the contract award.

Race-conscious DBE participation is the component of the overall goal that focuses on assisting only DBEs. The use of contract goals is the primarily example of a race-conscious measure in the DBE Program. Local agencies must establish contract goals to meet any portion of their overall goal they do not project being able to meet using race-neutral means.

Discussion:

On May 9, 2005 the United States Court of Appeals for the Ninth Circuit Court filed an opinion on the Western States Paving Co. vs Washington State Department of Transportation (WSDOT) and the United States of America Department of Transportation (USDOT) Federal Highway Administration (FHWA). The opinion found that while the Federal DBE Program is constitutional on its face, judgment was made against the State because WSDOT's DBE goal was not separately supported with controlled, statistical evidence of discrimination for the race-conscious portion of the goal and therefore was not based on actual evidence of discrimination in its market place.

WSDOT was expected to prove that discrimination had current effects on its market and that such discrimination also affected all of the socially disadvantaged groups included in the WSDOT's DBE Program.

In response to this ruling, Caltrans began a disparity study for 45 days beginning December 30, 2005. This period has been extended an additional 45 days to March 20, 2006. Caltrans is expected to study what, if any discrimination exists to the minority groups included in its DBE Program. This study will be the basis of determining what, if any, changes will be made to the current DBE Program.

On February 9, 2006 Caltrans sent an e-mail to all local agencies notifying them of; 1.) A 45 day extension of the public comment period to March 20, 2006, 2.) By May 1, 2006 a final decision would be made whether to Caltrans will continue with a race-conscious DBE program or if it will be changed to a race-neutral DBE program, and 3.) Should a change be made, the implications to the local agencies.

Should the Department change to a race-neutral DBE program local agencies must:

- Immediately implement the statewide race-neutral DBE program prepared by Caltrans, unless the local agency has a DBE program approved directly by a federal agency. Local agencies will not be required to initiate a 45-day public comment period to effect this change.
- No longer advertise and award contracts with federal-aid funds containing race-conscious DBE goals. Subsequent federal-aid procurements shall contain race-neutral DBE contract language and availability goal.
- Re-advertise with race-neutral contract language, all federal-aid contracts with race-conscious DBE goals, which have had bids opened or proposals received but contract award documents not yet fully executed. A contract change order or contract amendment to change from a race-conscious to race-neutral DBE goal is not acceptable.
- Federal-aid contracts that have been advertised, but for which bids have not yet been opened or proposals received, may proceed with an addendum changing the contract provisions from race-conscious to race-neutral.
- If full execution of the contract award documents has occurred prior to Caltrans change to a race-neutral program, federal-aid contracts with race-conscious DBE goals will continue unchanged and not be affected.
- Local agencies will continue to collect and report anticipated DBE participation at award, and final utilization at completion of all federal-aid contracts.

This information is being sent to all local agencies early to help plan to likely changes to the DBE program as Caltrans will not have a grace period to any changes made to the program.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Caltrans Letter dated February 8, 2006 from Terry Abbott, Chief Division of Local Assistance regarding implication of changes to the DBE program.

DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE – M.S. 1

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 653-1776

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TTY (916) 653-4086



*Flex your power!
Be energy efficient!*

February 8, 2006

To: Metropolitan Planning Organizations
Regional Transportation Planning Agencies
Local Transportation Commissions
League of California Cities

Dear Executive Director:

This letter is applicable to all agencies that have federal-aid projects. By letter dated December 30, 2005, the California Department of Transportation (Department) advised you that the Department is required, by a recent decision of the Ninth Circuit Court of Appeals, to consider amending its current Disadvantaged Business Enterprise (DBE) program and that the Department has begun the 45-day public comment period to do so. See the following Local Assistance website under "[Helpful Information and Resources](#)" for the December 30, 2005 letter, and the "Public Notice" initiating the 45-day public comment period:

http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC/DBE_CRLC.html#DBE

The public comment period, scheduled to end on February 3, 2006, has been extended an additional 45 days to March 20, 2006 for submission of public comments. The "Public Notice" of the 45-day extension is also on the above Local Assistance website. The Department's Office of Civil Rights anticipates it will take approximately 30 days to evaluate comments and information received. It is estimated that on May 1, 2006, a final decision will be made whether to continue either with a race-conscious DBE program or to change to a race-neutral DBE program.

At the time the Department makes its decision to either continue using a race-conscious DBE goal or to change to a race-neutral DBE goal, an announcement will be placed on the Local Assistance DBE website under "[Helpful Information and Resources](#)".

If the Department's decision were to continue with a race-conscious DBE program, there would be no immediate change to the way local agencies are presently administering federal-aid projects.

If the Department's decision is to change to a race-neutral DBE program, local agencies must also change to a race-neutral DBE program immediately to maintain federal fund eligibility and shall observe the following:

- Immediately implement the statewide race-neutral DBE program prepared by the Department. Local agencies will not be permitted to continue with their own separate DBE programs unless such programs have been approved directly by a federal agency.

"Caltrans improves mobility across California"

Local agencies are not required by the Department to initiate a 45-day public comment period to effect this change.

- No longer advertise and award contracts with federal-aid funds containing race-conscious DBE goals. Subsequent federal-aid procurements shall contain race-neutral DBE contract language and availability goal.
- Re-advertise with the race-neutral contract language, all federal-aid contracts with race-conscious DBE goals, which have had bids opened or proposals received but contract award documents not yet fully executed. A contract change order or contract amendment to change from a race-conscious to a race-neutral DBE goal is not acceptable.
- Federal-aid contracts that have been advertised, but for which bids have not yet been opened or proposals received, may proceed with an addendum changing the contract provisions from race-conscious to race-neutral.
- If full execution of the contract award documents has occurred prior to the Department's change to a race-neutral program, federal-aid contracts with race-conscious DBE goals will continue unchanged and not be affected.
- Local agencies will continue to collect and report anticipated DBE participation at award, and final utilization at completion of all federal-aid contracts.

Executing the award of a contract with a race-conscious DBE goal after the Department has changed to a race-neutral DBE program will make a contract ineligible for federal-aid funding.

The above information is being provided to ensure that agencies are fully informed, and to mitigate and minimize disruption and delays to local agency federal-aid procurements caused by a shift from a race-conscious DBE program to a race-neutral DBE program. It is recommended that local agencies review their planned advertisements, bid openings and contract execution dates, and consider scheduling or extending bid openings a week or two after the May 1st timeframe. This would allow for extending bid openings and including the new race-neutral specifications by addendums, if required.

To help prepare local agencies should the change to race-neutral occur, the Department is taking the following actions to prepare race-neutral contract documents:

- Preparing race-neutral "Sample Notice to Contractors Special Provisions" and the "Sample Proposal and Contract" for use in federal-aid construction contracts. Both will be available shortly for local agencies to download from the Division of Local Assistance website at:

http://www.dot.ca.gov/hq/LocalPrograms/sam_boil/sam_boil.htm

Metropolitan Planning Organizations
Regional Transportation Planning Agencies
Local Transportation Commissions
League of California Cities
February 3, 2006
Page 3

- Preparing race neutral "Bidder/Proposer DBE Participation Requirements and Instructions" (Exhibit 10-I), and the "Sample DBE Participation Requirements" (Exhibit 10-J), in Chapter 10, "Consultant Selection," of the Local Assistance Procedures Manual for use in federal-aid consultant contracts. Both will be available shortly for agencies to download from the Division of Local Assistance website under "Announcements" at:

<http://www.dot.ca.gov/hq/LocalPrograms/>

- A copy of the Department's race-neutral statewide DBE program will be made available in the near future for local agencies to download for information and use under "Announcements" at the Division of Local Assistance website.

I want each agency to know that the Department is very concerned about the potential delays and effects to local agency projects should there be a change to a race-neutral DBE program. Through advance communication with each of you, my goal is to minimize the disruption to project delivery. I encourage each agency to maintain contact with their District Local Assistance Engineer (DLAE) and bring to the DLAE's attention any questions or special circumstances that need to be quickly addressed by the Department. DBE informational meetings will be held in your area by the Department to answer questions and further assist local agencies with their federal-aid projects. You will be contacted by your DLAE in the near future as to the date and location of these meetings.

Sincerely,



TERRY L. ABBOTT
Chief
Division of Local Assistance

c: DLAEs



DATE: February 13, 2006
FROM: Jennifer Tongson, Assistant Project Manager
TO: STA TAC
RE: 2007 TIP Development

Background:

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area transportation projects that receive federal funds or that are subject to a federally required action. The Metropolitan Transportation Commission (MTC) prepares and adopts the TIP every two years, which will cover a four-year period, must be financially constrained by year (meaning that the amount of dollars programmed must not exceed the amount of dollars estimated to be available), and must be consistent with the Regional Transportation Plan (RTP). Transit, highway, local roadway, bicycle and pedestrian projects are all included in the TIP.

The impact of the TIP on regional air quality must also be evaluated as part of the development of the new TIP. MTC is responsible for making an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations.

Discussion:

To prepare for the upcoming expiration of the 2005 TIP (set to expire on September 30, 2006), MTC is initiating the development of the 2007 TIP. Developing the 2007 TIP requires that project sponsors review all their projects in the current TIP and inform STA of:

1. Projects that are completed and should be archived;
2. Projects that need to be continued into the new TIP;
3. Any changes to existing projects (scope, funding, contact person, etc); and
4. Updating project costs. Federal regulations require that the project listings reflect the latest estimates of the total project costs including all local funds, for all phases of the project.

Transit operators are responsible for working directly with MTC to update their projects into the TIP. For other public works projects, project sponsors will need to coordinate with the STA, who is the designated agency responsible for updating projects in the TIP using the WebFMS online TIP system.

The WebFMS system can be found at <http://webfms.mtc.ca.gov/webfms/home>. Local agencies can query, view, and print a list of their projects, although they do not have access to make changes to their projects.

MTC's amendment period for the 2007 TIP update is from Monday, March 27 to Monday, April 10. Edits and updates to projects in the TIP will not be accepted by MTC after Monday, April 10, 2006. STA staff is requesting that project sponsors take the following actions prior to the start of the MTC's amendment period:

1. Go to the "Project Search" section of the WebFMS system, perform a query search for your agency, and print out your projects.
2. Use the print-outs to manually edit and make changes to each project, and also note whether the project has been completed and can therefore be archived. Use the attached memo from MTC to assist you in your review.
3. A copy of your edits must be submitted to the STA by **Friday, March 24th** (by hard copy, fax, or .pdf) for inclusion in the 2007 TIP. STA staff will submit the edits into the WebFMS system during MTC's amendment period.

After April 10th, the TIP will be reviewed by MTC and will run through an air quality conformity analysis. The Final TIP is scheduled for approval by FHWA and FTA on Monday, October 2, 2006.

Recommendation:

Informational.

Attachment:

A. MTC Memo, 2007 TIP Development.



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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WEB www.mtc.ca.gov

Memorandum

TO: Finance Working Group

DATE: February 1, 2006

FR: Raymond Odunlami, Programming and Allocations Section

RE: 2007 TIP Development

The 2005 Transportation Improvement Program (TIP) is set to expire on September 30, 2006. Therefore, it is time to develop a new TIP. This letter provides instructions for development of the 2007 TIP, which covers the 4-year period, federal fiscal year (FFY) 2006-07 through FFY 2009-10 as allowed under the new Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFTETEA). Note that this is a change from all previous TIPs, which have covered a three (3) year period.

The 2007 TIP will be developed using MTC's Web Fund Management System (WebFMS) which most of you are now accustomed to. However, if your staff has not used the system or needs additional training in its use, please contact us as soon as possible and we will arrange a training session.

Developing the 2007 TIP entails reviewing of all your current TIP projects, and informing us of:

1. Which projects are completed and should be archived;
2. Which projects need to be continued into the new TIP;
3. Which transit funds programmed in the prior year and not yet included in a FTA grant, need to be carried over into the first year of the TIP (this applies to transit projects only);
4. Any changes to existing projects (scope, funding, contact person, etc); and
5. Updating project costs. Federal regulations require that the project listings reflect the latest estimates of the total project costs including all local funds, costs of all phases.

The link to the WebFMS application is:

<http://webfms.mtc.ca.gov/webfms/home>

CMAs are advised to coordinate the timely project review by counties and cities within their jurisdiction. As a reminder, cities and counties do not have submittal rights in the WebFMS application, as such CMAs are required to submit projects on behalf of the Cities and Counties. Transit operators can access the system directly.

To reduce the need of future TIP Amendments, CMAs, transit operators and project sponsors need to ensure that all entries are complete and correct before submitting. Do not “submit” a project until you are sure that the review of that project is completed. You can “save and exit” the project and return to complete and submit it at a later date.

Projects will be available for review starting Monday, March 27, 2006 and we would appreciate it if you could complete the process as soon as possible, **BUT NO LATER THAN APRIL 10, 2006**. If you have any questions, or encounter any problems during this process, please call Raymond Odunlami at (510) 817-5799 or e-mail him at Rodunlami@mtc.ca.gov.

The Draft 2007 TIP and the draft air quality conformity analysis will be released for public review on May 17, 2006, with a public hearing scheduled for June 14, 2006. In order to accommodate this schedule, **no edits will be accepted after Monday, April 10, 2006**.

The listing for each project that will be available for your review will show how the project currently appears in our 2005 TIP including any pending amendment versions. All fields in the application are editable. Please make revisions only where necessary.

Once you are ready to begin the review and editing of your projects (**After Monday, March 27, 2006 and before April 10, 2006**):

1. Go the WebFMS site;
2. Sign in and click on the “Universal Application” tab;
3. Choose “Resume In-process Application” - this will allow you to see the latest version of all your projects in an editable format; and
4. Begin your project review.

Please focus your review on the following elements:

1. Are your projects properly listed in the TIP?

Review project name and project description to ensure that the name, limits and scope are accurate.

2. Are the dollar amounts, fund sources and programming years correct?

In most cases, particularly for federal and state funding, the fund sources and amounts should not be changed, since they reflect official MTC programming actions.

Please revise local fund sources and amounts to reflect total project costs or updated total project costs.

For FTA funds, if the funds are currently programmed prior to FY2006-07 and it has not been included in a grant, use the carryover field to indicate to us that the funds need to be carried over into the new TIP. This applies to FTA funds only.

3. Are all funded phases reflected in the project listing?

As part of the regulations that require that project listings show the total project costs, federal guidance requires that all funded phases be reflected accurately in the project listing. If a project listing does not show any amount programmed for a phase, (e.g. Env, PE, PS&E, ROW or Con) a formal TIP amendment and perhaps a new conformity analysis would be required to amend such a phase into the TIP if necessary in the future. Therefore, you must show all funded phases (even if funded with local resources) in your project listings if they are not listed already.

4. Should the project be included in the 2005 TIP or can the project be archived?

Are any projects completed, fully obligated (FHWA projects) or in an approved or pending FTA grant? Are any projects listed more than once?

If **all** federal or state funding for the project has been awarded, obligated or the project has been completed, or if all project funding is prior to FY07 and if no further federal action is anticipated for the project, the project can be archived.

If the project is not yet completed and you would like it to be included in the 2007 TIP for informational purposes, place a check in the "No, project is not complete" box, and use the "submit" button. Do not use the "archive" button.

5. Should the Carryover Field be checked?

For FTA funds programmed prior to FY07 that have been obligated or included in an approved FTA grant, the carryover field does not need to be used.

Please enter Carryover to 2007 if:

- a) The funds are in a pending FTA grant; or
- b) If the funds have been transferred to FTA from FHWA but have not been included in a FTA grant; or
- c) If the funds are a prior year FTA earmark not yet obligated or included in a grant.

Do not use the Carryover Field for non-FTA funds.

6. The project listings show the latest version of the project including pending amendments. Please check your projects to ensure that pending amendments are shown correctly.

7. In addition to federally funded projects, the TIP must also include regionally significant locally funded projects. Review your agency's capital improvement program for FY 2006-07 through FY 2009-10 to determine if your locally funded projects must be included in the TIP. A locally funded project is considered regionally significant if it impacts air quality in the Bay Area or if it will require any form of FTA, FHWA or other federal agency action. For example, addition of an interchange to the interstate system, that is capacity increasing or a project that requires federal permits would need to be shown in the TIP. (Additional information regarding regionally significant locally funded projects is provided in Attachment A.)

To propose a new regionally significant project, go to the "Universal Application" tab of the WebFMS and propose a new project for each of your new regionally significant projects, so that we can include them in the TIP.

8. After your review, update the contact information section located at the end of each project listing and submit the project to MTC for review and inclusion into the 2007 TIP by **March 24, 2006**.

If you have any funding specific question(s) please contact the following MTC staff persons;

STP/CMAQ	Craig Goldblatt	(510) 817-5837
Section 5307/5309/AB664 Funds	Glen Tepke	(510) 817-5781
STIP/TE	Kenneth Folan	(510) 817-5804
General TIP and WebFMS questions	Raymond Odunlami	(510) 817-5799
RM2	Melanie Choy	(510) 817-5865

We appreciate your help updating the TIP. Time spent now getting the TIP entries correct will save time in the future by minimizing additional changes in the future and will prevent having to do additional air quality conformity analyses.

Thank you for your prompt attention to this request.

Attachment A – Definition of Regionally Significant locally Funded Project
Attachment B – TIP Development Schedule

Attachment A

DOES THE PROJECT NEED TO BE INCLUDED IN THE TIP?

	PROJECT TYPE	DOES THE PROJECT NEED TO BE INCLUDED IN THE TIP?	Project level conformity ¹	Project review for RTP consistency ⁴
A	<ul style="list-style-type: none"> • Federally funded² and/or federal actions or permits required (excluding projects exempt from the Clean Air Act) 	<u>YES</u>	YES	YES
B	<ul style="list-style-type: none"> • State funded • No federal action required. 	<u>YES</u>	NO	YES
C	<ul style="list-style-type: none"> • 100% locally funded. • No federal action required. • <u>Regionally significant³</u> 	<u>YES</u>	NO	YES, if affecting state highway system; Otherwise NO
D	<ul style="list-style-type: none"> • 100% locally funded. • No federal action required. • Not regionally significant 	NO	NO	NO

Footnotes:

¹**Project Level Conformity:** While several classes of projects are defined to make it easier to understand MTC project review procedures, we urge project sponsors to contact MTC staff as early as possible in the project development process to discuss the project review procedures, which will be applied to a proposed project. Planning, budgetary, or other issues might warrant a higher standard of review.

²**Federally Funded:** Any transportation project receiving federal funds, or that requires federal permits must be included in the TIP. Because of the co-mingling of federal and state funds in the State Highway Account, it is assumed that all projects using State Transportation Improvement Program (STIP) funds are “federalized” and must go through project review and air quality conformity.

³**Regionally significant:** Regionally significant projects must be included in the TIP to ensure adequacy of the conformity analysis. Regionally significant projects are those that are capacity increasing, including principal arterial highways or fixed guideway transit facilities that offer an alternative to regional highway travel. Other projects may be deemed regionally significant if necessary to ensure adequate conformity analysis.

⁴**Project Review:** All projects included in the TIP must be consistent with MTC’s Regional Transportation Plan (RTP). For a non-capacity increasing project this review would typically be complete upon the Commission’s adoption of the TIP. For a capacity increasing project (e.g. lane additions or park & ride lots of at least 250 spaces) the project must be reviewed by the Programming and Allocations Review Committee and the Commission; and they make RTP consistency findings by means of a resolution.

ATTACHMENT B

2007 TIP Metropolitan Transportation Commission Transportation Improvement Program (TIP) Schedule of Key Dates February 1, 2006	
Mon., Jan. 23, 2006	Call for New Non-Exempt Projects Not Already In The TIP
Fri. February 10, 2006	Last day to Submit Request for Formal TIP Amendment
Mon., Feb. 13, 2006	Deadline to Submit List of New Non-Exempt Projects Not Already In The TIP
Fri., March 24, 2006	TIP Lock Down – No More TIP Amendments And Begin Of 2007 TIP Development
Mon., March 27, 2006	Beginning of Project Review by Project Sponsors
Mon., April 10, 2006	End of Project Review by Sponsors and Beginning of Internal Review by MTC Program Managers
Wed., April 26, 2006	Review of 2007 TIP project list and conformity approach by AQCTF
Wed., May 10, 2006	Review of Admin. Draft Conformity Analysis by AQCTF
Mon., May 17, 2006	Release of Draft TIP and Draft Conformity Analysis for Public Comment period
Wed., June 14, 2006	Public Hearing on Draft TIP and Draft Conformity Analysis
Friday, July 5, 2006	Close of Public Comment Period
Wed., July 12, 2006	PAC Review of Draft 2007 TIP and Draft Conformity Analysis and referral to Commission For Approval
Wed., July 26, 2006	Final 2007 TIP and Final Air Quality Conformity Analysis approved by the Commission
Tues. Aug. 26, 2006	2007 TIP Submitted to Caltrans
Mon., October 2, 2006	Final 2007 TIP and Final Conformity Analysis - Approved by FHWA and FTA



DATE: February 10, 2006
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Highway Projects Status Report:
1) I-80/I-680/SR 12 Interchange
2) North Connector
3) I-80 HOV Project: Red Top Road to Air Base Parkway
4) Jepson Parkway
5) Highway 37
6) Highway 12 (Jameson Canyon)
7) SHOPP Projects
8) SR 113 (Downtown Dixon)
9) Caltrans Storm Damage Projects

Background:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The State FY 2005-06 budget provides continued funding for Traffic Congestion Relief Program (TCRP) projects previously allocated funds by the California Transportation Commission (CTC). The I-80/I-680/SR 12 Interchange environmental studies, the North Connector environmental studies, and the Jameson Canyon environmental studies have all continued to receive reimbursements from the state.

Discussion:

The following provides an update to major highway projects in Solano County:

1.) I-80/I-680/SR 12 Interchange

The Project Approval and Environmental Document (PA/ED) is funded with \$8.1 million from the TCRP. The new traffic model is currently being used to determine the future traffic demand that needs to be addressed by the project. Concurrently, project alternatives are being identified that will accommodate these traffic projections. The current schedule anticipates completion of the PA/ED phase of this project to be in the Fall of 2009.

2.) North Connector

This project includes roadway improvements that would reduce congestion and improve mobility for local residents north of the I-80 between Highway 12 west and Highway 12 East at Abernathy. The PA/ED is funded with \$2.7 million from the TCRP. The project draft Initial Study /Environmental Assessment (IS/EA) as well as

the Draft Project Report has been circulated internally to project sponsors and to Caltrans. Comments have been received and are being incorporated into the report. The anticipated circulation of the Draft IS/EA is in the Fall of this year and the Final IS/EA is scheduled to be approved First Quarter 2007. In addition, STA is moving forward with selecting and retaining a consultant team to prepare detailed preliminary engineering for the East Segment and West Portion of Central Segment (Suisun Valley Rd Intersection and West) of the North Connector Project. The City of Fairfield is the lead agency for implementing the Central Section of the North Connector (Suisun Valley Rd to Suisun Valley Creek) and design is underway.

3.) I-80 HOV Project: Red Top Road to Air Base Parkway

This project includes an additional lane in each direction on Interstate 80 (I-80) for HOV use between the I-80/Red Top Road Interchange east to approximately 0.5 miles east of the I-80/Air Base Parkway Interchange. The lanes, approximately 8 miles in length, will be constructed in the median of the existing highway. Minor outside widening may be required adjacent to the Truck Scale on ramps in order to provide standard on ramp geometry. Draft environmental technical studies are currently being prepared with planned submittal to Caltrans for review in March 2006. In addition, field surveys are underway and geometric drawings are currently being prepared with planned submittal to Caltrans for review in March 2006. The circulation for the Draft Environmental Document is currently planned for late Summer or Fall 2006 with the Final Environmental Document scheduled to be approved First Quarter of 2007.

4.) Jepson Parkway

The Administrative Draft EIS/R is being preparation with 6 of the 21 technical chapters complete. All of the 14 technical reports have been updated to reflect the modified alignment of the Walters Road Extension for Alternative B. All of the technical studies are being reviewed by Caltrans. The Historic Properties Survey Report is being forwarded to the State Historic Preservation Office (SHPO) for review. The Wetlands Delineation Report is ready for submittal to the Corps of Engineers for review. Key upcoming dates on the project milestone schedule are:

- Administrative Draft EIS/R v.1 – March, 2006
- Completion of Technical Reports – April, 2006
- Public Release of Draft EIS/R – August, 2006

5.) Highway 37

Phase 2 and Phase 3 have been completed. Phase 2 provides four lanes from the Napa River Bridge to SR 29. Phase 3 constructs the SR 37/29 interchange. Caltrans is completing the design on the mitigation planting project. The project will provide for planting and public access at the White Slough, Chabot Creek and Austin Creek. By letter dated February 3, 2006, Caltrans is indicating a cost increase in this project from an estimated capital cost of \$441, 000 to \$551,000. The cost increases are associated with increased material and labor prices, unanticipated cost to truck water to remote areas of project and additional requirements form Bay Area Conservation and Development Commission (BCDC).

6.) Highway 12 (Jameson Canyon and 12/29 Interchange)

Caltrans is currently in the PA/ED phase for the project. The environmental and design phases of this project are funded in the TCRP and \$4.1M of the \$7.0M in TCRP funds has been allocated by the CTC. As of mid December 2005, Caltrans had expended \$3,476,600 of the allocated \$4.1M TCRP funds. Based on a Fact Sheet submitted by Caltrans, they are anticipating completing the PA/ED in mid 2007 for an estimated cost of \$6.8M. The STA and Napa County Transportation Planning Agency (NCTPA) met in January 2006 to confirm the plan to move forward with a joint Cooperative Agreement with Caltrans for this project prior to any further allocation of TRCP funds.

7.) SHOPP Projects

Caltrans has multiple State Highway Operations and Protection Program (SHOPP) projects in various stages on completion.

- SR 12 (See Attachment A)

Near Fairfield and Suisun City – Median barrier installation, expected to be completed in Fall 2006.

In Solano Co., Fairfield, and Suisun City (West of Chadbourne Rd to 1KM West of Union Creek Bridge) Rehabilitate Roadway - \$6.5M, Advertise construction contract April 2006.

Near Suisun City (East of Scandia Rd to Denverton OH) Rehabilitate Roadway - \$8M, Begin construction Spring 2008.

Near Suisun City (Denverton OH to Currie Rd) Rehabilitate Roadway - \$23M, Begin construction Spring 2008.

In Fairfield near Red Top Rd – Construct truck climbing lane (Phase I), \$7M, Begin construction Spring 2007.

- I-80

Red Top Phase II – Awarded to Drill Tech for \$6.5M, Begin Spring 2006.

Near Vallejo (American Canyon Rd to Green Valley Creek) Rehabilitate Roadway - \$21M, Begin construction Spring 2007.

In Vallejo (Tennessee St to American Canyon Rd) Rehabilitate Roadway - \$25M, Begin construction Spring 2007.

- I-680

In Solano County (Near Benicia and Fairfield from the Benicia Br. to I80/I-680 Interchange) Widen Shoulders - \$9.5M, Begin construction Spring 2006.

- **I-505**
In Solano County (Near Vacaville from I-505/I-80 to Yolo County Line) AC Surfacing and PCC Slab Replacement - \$19M, Advertise construction contract July 2006.

8.) SR 113 (Downtown Dixon)

The \$2.7M reconstruction of SR 113 in Downtown Dixon project was awarded to Ghilotti Brothers Construction. It is scheduled to begin construction after the May Fair. The work will last through the Fall 2007 requiring periods of complete closure of SR 113 for the major reconstruction activities. Detours will be available and truck traffic through Dixon will be limited. A pre-meeting was held on February 9, 2006 with the City of Dixon, Caltrans and STA to insure the actual contract provisions are consistent with the City's needs and to open lines of communication for the construction activities.

9.) Caltrans 2005 Storm Damage Projects

Due to the 2005 New Years Eve Storm, Caltrans has identified 29 storm damage sites in Solano County on the State Highway system. On January 3, 2006, the State declared the county a State of Emergency. Of the 29 sites, 8 are considered cleared, 2 have emergency contracts still in construction, 17 are undergoing a needs assessment or the work has not yet started, and 2 involved interrupted service to ferries. Attachment B provides an overview of this work by Caltrans.

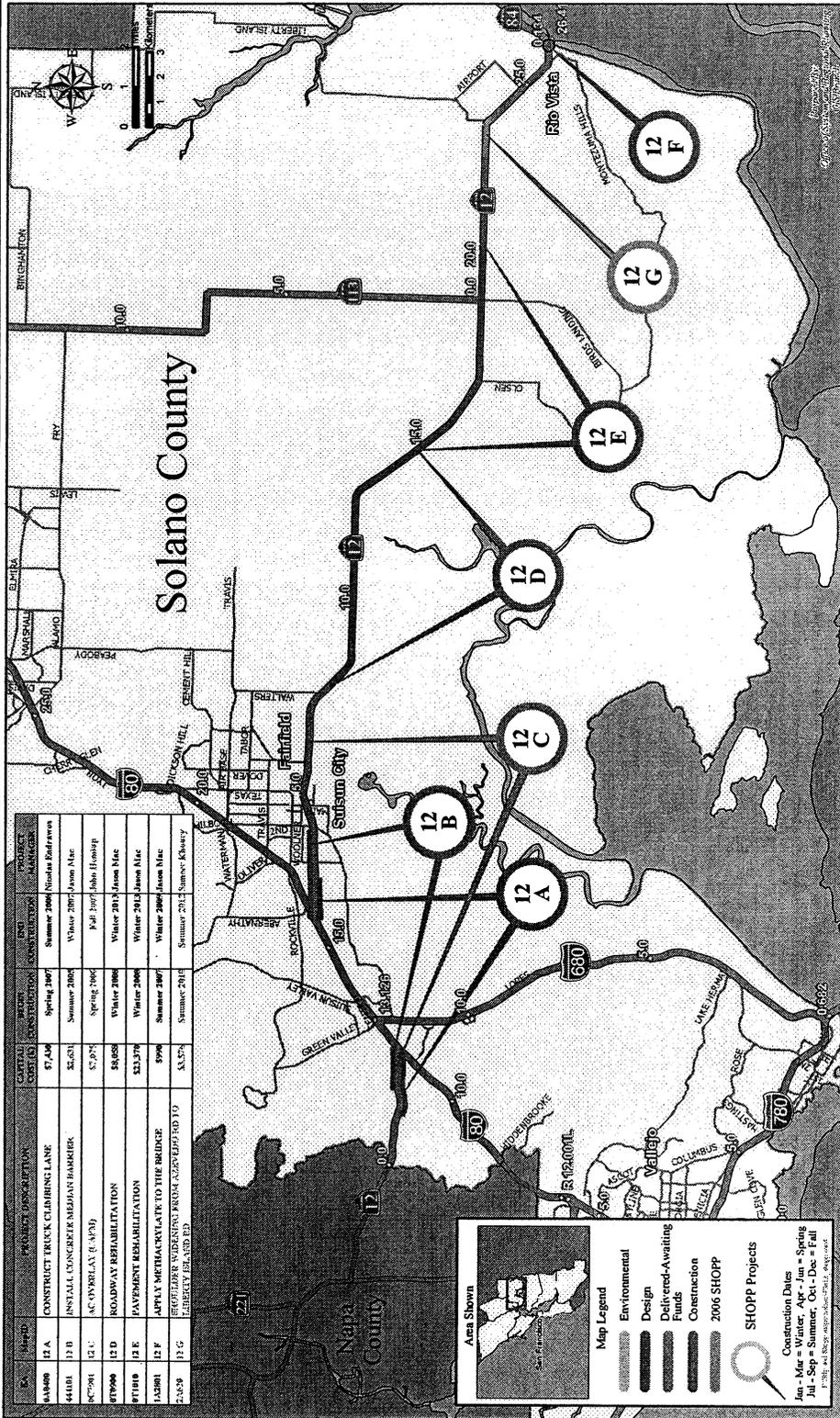
Recommendation:
Informational.

Attachments:

- A. Caltrans SR 12 Solano SHOPP
- B. Caltrans 2005 Storm Damage Status Document

Route 12 - State Highway Operations & Protection Program Projects

Sep 2005



PROJECT NUMBER	PROJECT DESCRIPTION	EST. COST (\$)	CONSTRUCTION PERIOD	CONTRACTOR	
12 A	CONSTRUCT TRUCK CLIMBING LANE	\$7,400	Spring 2007	Nicasa Eastaven	
12 B	INSTALL CONCERGEZEL MEDIAN BARRIERS	\$6,000	Summer 2006	Winter 2007	Jovan Mac
12 C	AC OVERLAY (E, W, P, B)	\$2,975	Spring 2006	Fall 2007	Johan Homshp
12 D	ROADWAY REHABILITATION	\$4,000	Winter 2006	Winter 2007	Jovan Mac
12 E	PAVEMENT REHABILITATION	\$23,370	Winter 2006	Winter 2007	Jovan Mac
12 F	APPLY METACRETE LANE TO THE BRIDGE	\$900	Summer 2007	Summer 2007	Jovan Mac
12 G	REPAIR AND RECONSTRUCT BRIDGE OVER RIVER	\$3,575	Summer 2007	Summer 2007	Sammy Khawry

Map Legend

- Environmental
- Design
- Delivered-Awaiting Funds
- Construction
- 2006 SHOPP

SHOPP Projects

Construction Dates:
 Jan - Mar = Winter
 Apr - Jun = Spring
 Jul - Sep = Summer
 Oct - Dec = Fall

2006 Storm Damage
District 4

Co	Route	BPM	EPM	Location	EA	Repairs By	Description	Repair Strategy	Status
Sol	12	1.2	1.3			TBD	slide and failing culvert	TBD	need to assess damage
Sol	12	19.6				TBD	failed culvert	TBD	need to assess damage
Sol	12	20.7				TBD	failed culvert	TBD	need to assess damage
Sol	12	21.6				TBD	failed culvert	TBD	need to assess damage
Sol	12	21.8				TBD	failed culvert	TBD	need to assess damage
Sol	12	22.1				TBD	failed culvert	TBD	need to assess damage
Sol	12	22.5				TBD	failed culvert	TBD	need to assess damage
Sol	12	23.3				TBD	failed culvert and sinkhole	TBD	need to assess damage
Sol	12	25.0		at Rio Vista	Field Maintenance		minor slides	cleanup	clear
Sol	37	6.7		at Guadalcanal Viewing Area	Contract		levee damage	backfill voids	project to be initiated
Sol	80	2.4		at Chadbourne Road	TBD		slipouts at offramps	TBD	need to assess damage
Sol	80	3.6		In Vallejo	Field Maintenance		tree from right of way fell onto house	remove tree	clear (potential claim situation)
Sol	80	8.8	10.5	at Red Top Road	Force Account	258203	slope settlement with pavement damage across all lanes	repave, repair ground water pumps	start construction
Sol	80	9.7		at Lynch road	Force Account	258203	slide	RSP	start construction
Sol	80	18.0	19.0	Travis to Waterman	Field Maintenance		flooding	traffic control, cleanup	clear
Sol	80	19.5			TBD		flooding	traffic control	clear
Sol	80	23.2	24.7	at Cherry Glen	Field Maintenance		flooding, shoulder damage	traffic control, cleanup	clear
Sol	80	24.5			Contract		slipout	rebuild slope, reconstruct pavement, new drainage	project to be initiated
Sol	80	27.0			TBD		slipout	TBD	need to assess damage
Sol	84	3.0			TBD		cracks in pavement and levee	TBD	need to assess damage
Sol	84	12.1		Miner Slough Ferry	n/a		unable to operate ferry due to high water	no damage to ferry	back in operation as of 1/8/06
Sol	84	25.0		at Rio Vista	Field Maintenance		flooding	traffic control, cleanup	clear, may need follow-up inspection of nearby trees
Sol	220	3.1		Steamboat Ferry	n/a		unable to operate ferry due to high water	no damage to ferry	back in operation as of 1/8/06
Sol	505	0.1		at Orange Drive	TBD		slipouts on northbound ramp	TBD	need to assess damage
Sol	505	0.2			TBD		washout	TBD	need to assess damage
Sol	505	3.0	10.6	from Midway to Route 128	Field Maintenance		flooding	traffic control, cleanup	clear
Sol	680	7.4			Field Maintenance		plugged culvert	clean culvert	clear
Sol	680	10.1		at Gold Hill	TBD		flooding	TBD	need to assess damage
Sol	780	0.6		west of Benecia Bridge Toll Plaza	TBD		slide	TBD	need to assess damage

Color Code
 Proceeding under Director's Order
 Need to assess damage or not yet cleared
 Clear
 Ferries



DATE: February 10, 2006
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) FY 2006-07

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF funds be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

Solano County receives over \$13 million in TDA funds and approximately \$420,000 of STAF funds per fiscal year. STAF funds have been used for a wide range of activities, including providing matching funds for the purchase of buses, funding several transit studies, funding transit marketing activities, covering new bus purchase shortfalls on start up new intercity services when the need arises, and supporting STA transportation planning efforts. STAF funds must be spent in the fiscal year they are allocated.

In June 2005, the STA Board approved the countywide TDA matrix for FY 2005-06. In October 2005, the STA Board approved an amended FY 2005-06 list of STAF projects. A new TDA matrix and STAF project list will need to be developed for FY2006-07 by fiscal year end.

Discussion:

The new TDA and STAF FY 2006-07 and FY 2005-06 carryover revenue projections have been drafted by MTC are expected to be adopted February 21st. Preliminary estimates are encouraging and suggest funding from these sources may increase in FY 2006-07. The status of these fund estimates and unallocated FY 2005-06 funds will be presented to TAC and Consortium at the February meetings.

Recommendation:

Informational.



DATE: February 10, 2006
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Unmet Transit Needs Comments for FY 2006-07

Background:

Transportation Development Act (TDA) Article 4 and 8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is annually determined by the regional transportation planning agency (RTPA) that all reasonable unmet transit needs have been met.

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Four out of eight jurisdictions currently use TDA funds for streets and roads (Rio Vista, Suisun City, Vacaville and the County of Solano). Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions to respond to. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the four agencies who claim TDA for streets and roads purposes to submit those TDA Article 8 claims for FY 2005-06. All TDA claims for local streets and roads are held by MTC until this process is completed.

Discussion:

The Unmet Transit Needs public hearing for the FY 2006-07 TDA funding cycle was held on Wednesday, December 7, 2005. The public offered comments at the hearing as well as submitted comments directly to MTC. MTC has drafted a summary of the issues that were raised by the public that is expected to be ready for review by the TAC and Consortium at their January meeting. By working with the affected Solano transit operators, the STA will coordinate a response. To complete the process prior to July 1, a draft of the coordinated responses should be prepared in time for review and approval by the TAC and Consortium at their April meeting.

Recommendation:

Informational.



DATE: February 13, 2006
TO: SolanoLinks Intercity Transit Consortium/TAC
FROM: Anna McLaughlin, Program Manager/Analyst
RE: Solano Napa Commuter Information FY 2005-06 Mid Year Report

Background:

Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Yolo Solano Air Quality Management District (YSAQMD) for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

The STA Board approved the FY 2005-06 Work Program for the Solano Napa Commuter Information (SNCI) Program in July 2005 (Attachment A). The Work Program included ten major elements:

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives
5. Emergency Ride Home
6. Fall Campaign
7. California Bike to Work Campaign
8. General Marketing
9. Rio Vista LIFT SolanoWORKS Vanpool Project
10. CalWORKS Support

With the completion of the first half of the fiscal year, SNCI progress on the Work Program is presented in Attachment B.

Discussion:

The SNCI program has had an active and productive first six months of FY 2005-06. Following are highlights of accomplishments from selected program elements.

Customer Service and General Marketing (#1 and #8)

SNCI staff assisted over 1,500 individuals who called in requesting rideshare, transit, and other information. A total of 32 events were staffed throughout Solano and Napa Counties, serving 1,335 individuals. Over 500 carpool/vanpool matchlists were processed. Over 26,000 pieces of public transit schedules were distributed along with 6,706 SNCI Commuter Guides, 6,169 BikeLinks maps, and 4,981 SolanoLinks brochures

via phone and internet requests, events, and 111 display racks throughout Solano and Napa Counties. Additionally, a Vallejo Transit intercity bus was wrapped with a colorful design promoting the SNCI program. Staff also responded to transit disruptions with the potential BART strike and the termination of the Napa Valley Commute Club by providing customized rideshare and transit information to effected commuters.

Employer Program and Fall Campaign (#2 and #6)

The Great Race for Clean Air served as the Fall Campaign in September 2005 and included a mailing of promotional materials to over 400 Solano and Napa employers. The campaign also included print advertisements and radio ads on KUIC and KVVN/KVON radio stations. Presentations, detailing the benefits of alternative commute programs, have been made to six employers, four employer events have been staffed, and density maps have been created for two employers.

Vanpool Program and Incentives (#3 and #4)

The SNCI vanpool program is making progress with the formation of 4 new vanpools and 140 vanpool assists to drivers and coordinators. To date, \$2,775 has been spent on commuter incentives with 21 individuals participating.

Emergency Ride Home Program (#5)

Policies and procedures for the Emergency Ride Home (ERH) Program were finalized and approved. Staff has finalized promotional materials and the program will be available to Solano County employers beginning in March 2006.

California Bike to Work Campaign (#7)

These activities are scheduled for implementation during the second half of the fiscal year.

Welfare to Work Programs (#9 and #10)

The Low Income Flexible Transportation (LIFT) funding agreement between MTC and the City of Rio Vista for a CalWORKS vanpool project is in effect. The final agreement among the STA, City of Rio Vista, and the County of Solano, who will be partners in implementing this project, has been executed.

Recommendation:

Informational.

Attachments:

- A. SNCI Work Program FY 2005-06
- B. FY 2005-06 Mid Year Report

**Solano Napa Commuter Information
Work Program
FY 2005-06**

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through tele-services and through other means. Continue to incorporate regional customer service tools such as 511, 511.org and others.
2. **Employer Program**: Outreach and be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. Maximize these key channels of reaching local employees. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano EDC, Napa EDC, chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 30 vanpools and handle the support of over 200 vanpools while assisting with the support of several dozen more.
4. **Incentives**: Increase promotion of SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of vanpool, bicycle and employee incentive programs.
5. **Emergency Ride Home**: The emergency ride home incentive will be launched and marketed this year to employers in Solano County.
6. **Fall Campaign**: SNCI will coordinate a Fall Campaign that promotes non-drive alone commute options in Solano and Napa counties.
7. **California Bike to Work Campaign**: Take the lead in coordinating the 2006 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally.
8. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.
9. **Rio Vista LIFT Solano WORKS Vanpool Project**: Implement vanpool program designed for SolanoWORKS clients who live in Rio Vista. Administer two vanpools to travel from Rio Vista to Fairfield and manage multi-agency project.
10. **CalWORKS Support**: Manage SolanoWORKS Transportation Advisory Committee, coordinate with County of Solano Health and Social Services, and support Napa CalWORKS clients in need of transportation services. Partner with other agencies and seek funding for eligible projects.

**Solano Napa Commuter Information
FY 2005-06 Mid-Year Report**

1. Customer Service

SNCI staff assisted over 1,500 individuals who called in requesting rideshare, transit, and other information. Over 500 carpool/vanpool matchlists were processed; 333 were for newly interested commuters and 175 were updates.

Tens of thousands of materials were distributed in response to phone calls, through numerous displays, at events, and through other means. Over 26,000 pieces of public transit schedules were distributed along with 6,706 SNCI Commuter Guides, 6,169 BikeLinks maps, and 4,981 SolanoLinks brochures.

2. Employer Program

Employers throughout Solano and Napa Counties and a select few outside the counties have received a range of employer services. In August, SNCI created and mailed to Solano and Napa employers received Great Race for Clean Air campaign packets to promote alternative transportation and clean air to their employees. Employers also received a mailing in December, highlighting SNCI's services and accomplishments over the past year.

SNCI program staff actively participated in the Napa BAAQMD Clean Air Coalition and took a lead roll in creating a Car Free Tourism website – the coalition's primary project for the year. Presentations and individual consultations, detailing the benefits of alternative commute programs, have been made to six employers. SCNI has staffed four employer events, and prepared two density maps highlighting employee commutes. Additionally, SNCI has prepared a customized carpool incentive proposal for St. Helena Hospital. SNCI remains an active member of the Chambers of Commerce in Solano and Napa Counties by participating in committees and as well as outreaching to other members of the public.

3. Vanpool Program

A total of 4 new vanpools were formed. One of these vanpools travels from the Sacramento area to Travis Air Force Base. The others travel from Solano County to Sacramento, Napa County, and San Mateo County.

Vanpool support is very important to maintain the existing strong vanpool fleet. On-going support has been sustained with the completion of 140 vanpool assists. Vanpool assists include processing Motor Vehicle Reports per Department of Motor Vehicle requirements, issuing Sworn Statement Cards, processing driver medical reimbursements, distributing van signs and/or bridge scrip, researching information for vanpools, etc. Also, in an effort to better serve existing vanpools, customizations were made to the vanpool database making regular contact with vanpool coordinators and drivers more systematic.

4. **Incentives**

SNCI continues to offer three ongoing commuter incentives: Vanpool Back-up Driver Incentive, Vanpool Formation Incentive, and a Bicycle Incentive. During the past six months, \$2,775 has been distributed to these programs with 21 individual commuters participating. The two vanpool incentives are ongoing and continue to support new and existing vanpools. Staff expects to see more use of the ongoing bicycle incentive with the Spring Bike to Work Campaign.

5. **Emergency Ride Home**

During the first half of FY05/06, staff completed the development of the Emergency Ride Home (ERH) Program for Solano County employers. The STA Board approved the program in July 2005. A Request for Proposals was issued for taxi and rental car services and vendors were selected. Marketing materials were finalized and printed. SNCI will begin marketing this new program to employers early in 2006. Marketing will include a mailing to employers, outreach through chambers of commerce, press releases, and radio ads on KUIC.

6. **Fall Campaign**

SNCI worked with the Bay Area Air Quality Management District and other Transportation Demand Management organizations in the Bay Area to support the Great Race for Clean Air as the Fall Campaign. The campaign lasted throughout the month of September and encouraged individuals to try four different alternative modes (bus, ferry, rail, rideshare, bike and walk) in four weeks. Local outreach in Solano and Napa Counties included a mailing of promotional materials to employers and follow-up calls, advertisements in monthly direct-mail circulars, and radio advertisements in both counties. Approximately 100 employers participated in the campaign by displaying posters, sending emails to employees, and/or distributing customized paycheck inserts and flyers. Additional promotion for the campaign included an on-air interview on Napa's KVON-AM radio station.

7. **California Bike to Work Week**

Planning for the 2006 Bike to Work Campaign began in November 2005 with the meeting of the regional Bike to Work Technical Advisory Committee. The Bay Area Bicycle Coalition is coordinating the Regional Campaign for the Bay Area. SNCI will be coordinating the Solano and Napa County campaigns. SNCI staff will be attending Solano and Napa Bicycle Advisory Committee meetings in January and early February to solicit local input and feedback to coordinate the campaign locally. Bike to Work Day will be held on Thursday, May 18, 2006.

8. **General Marketing**

Staff maintained 111 display racks throughout Solano and Napa Counties with SNCI literature and regional transit information – an increase of 9 from the previous year. A total of 32 events were staffed throughout Napa and Solano Counties: 4 employer events and 28 community events with 1,335 people served at these events and 4,511 pieces of rideshare and transit materials distributed. Additionally, a Vallejo Transit intercity bus was wrapped with a colorful design promoting the SNCI program.

In July, staff worked with the Metropolitan Transportation Commission and other regional transportation agencies to coordinate resources and plan for a potential BART strike. Staff also helped coordinate employer participation and input in the SR 12 Transit Study along the proposed route from Rio Vista to Napa.

The termination of the Napa Valley Commute Club from Napa to San Francisco disrupted dozens of individual commuters. Staff worked to inform the effected individuals of alternative commute options including carpool, vanpool, and transit.

The SNCI Commuter Guide was updated and reprinted as well as the SolanoLinks Transit Brochure and Wall Map.

9. Rio Vista LIFT Solano WORKS Vanpool Project

The Low Income Flexible Transportation (LIFT) funding agreement between MTC and the City of Rio Vista for a CalWORKS vanpool project is in effect. The final Memorandum of Understanding (MOU) among the STA, City of Rio Vista, and the County of Solano who will be partners in implementing this project has been executed. A vanpool vendor has been selected and staff is working with Solano County staff to recruit vanpool drivers and passengers.

10. CalWORKS (Welfare to Work) Support

SNCI has provided support to Solano and Napa's Welfare to Work activities as needed. Primary activity in Solano has been the execution of the MOU leading to implementation of the Rio Vista CalWORKS vanpool. In Napa, SNCI has lent support to their annual survey.

